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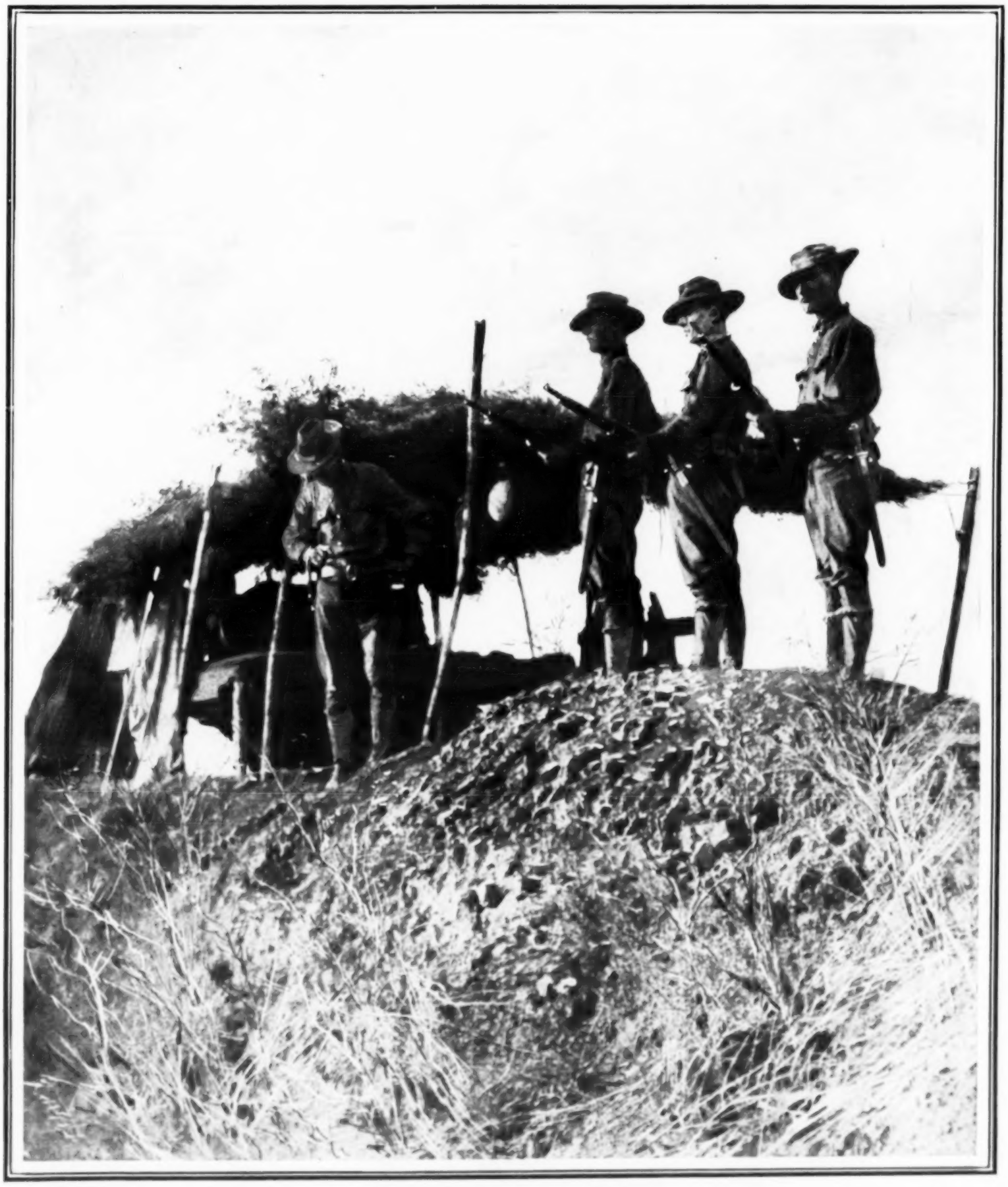

WHERE THE U.S.A. FACE TURBULENT MEXICO: UNITED STATES PICKETS WATCHING INSURRECTOS ON THE FRONTIER.

On the afternoon of November 4 it was reported that the United States had presented an ultimatum to President Huerta. Almost immediately this was denied by Mr. Bryan, though it was generally accepted that some communication had been dispatched, probably re-emphasising the dissatisfaction of the United States at the continuation of the Huerta rule, asking for the General's plans, and denouncing Señor Blanquet's succession to the Presidency. On the same day, President Wilson repeated that intervention had not been considered. Some of the officers of the United States army consider that intervention will ultimately be inevitable.

PHOTOGRAPH BY SPORT AND GENERAL.

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"SCOTT'S LAST EXPEDITION."

(See Illustrations.)

ONE of the few books that are eagerly anticipated not only by the general reading public, but by the smaller section that concerns itself only with work that matters, has just been given to the world. "Scott's Last Expedition" (Two vols.; Smith, Elder) rears a fitting monument to noble lives and vast achievement—indeed, the value of the reports of the great conquering journey and of the scientific work undertaken and accomplished seems to make the gallant commander's death but a little thing. He dedicated his life to the pursuit of knowledge in the Polar areas; he wrested his trophies from Nature, though all the forces that are beyond our ken were fighting to oppose him. Sir Clements Markham hails Scott as the initiator of Antarctic sledge-travelling, as the surveyor of the Barrier cliffs, the discoverer of King Edward Land, Ross Island, and the Victoria Mountains. There was about all he undertook a thoroughness and a devotion to the service of Science that will make the record of the journey that has given him so much posthumous fame a cherished possession for the English-speaking world. The two splendid volumes, lavishly enriched with photographs, bring the great accomplishment, with its comedy, its tragedy, and its unconquerable courage, very near to the reader's eye, and still nearer to his heart. There is something about the story that will touch him with a strangely mingled sense of pity and of pride—the last because there is ample proof that the qualities of our race have suffered no eclipse, the first because of those who are left behind to mourn. For Robert Falcon Scott himself, the end was worthy of the life that led to it; one thinks of him as of Nelson on the *Victory*, and for all the terrible loneliness of the last camp, for all the horror of the surroundings, there is something in the death scene, though no man witnessed it, that must appeal in ages unborn to the imagination of the race. Mr. Leonard Huxley, who has arranged the reports of the journey and the scientific work accomplished, has done well to bring the tragedy to an end with the first volume, and to devote the other to a careful and comprehensible account of the labours of Dr. E. A. Wilson and his colleagues. Although the value of the work accomplished will be best understood by scientists, the interest of the whole undertaking is maintained by the simple directness of the narrative and by the abundance of excellent photographs. Many are things of sheer beauty; and, in addition to half-a-dozen of Dr. Wilson's sketches in photogravure, there are eighteen colour plates and over two hundred and fifty other photographs. It may be said that Scott and his splendid companions were worthy of the task they undertook, and that these volumes worthily record their labours. There is much for every type of reader; even those who care for nothing more than a brisk story of adventure will find here such material as it can have seldom been their good fortune to peruse. A special word of praise must be given to the maps; they help greatly to teach the untrained reader the magnitude of the accomplishment of the brave men whose work is done, but will never be forgotten.

THE PLAYHOUSES.

"THE WITCH," AT THE ST. JAMES'S.

IF you can tolerate a drama of almost unrelieved horror, and if you can bear to hear the truth about a period of history in which superstition and bigotry were rampant, you will find plenty to interest you and move your pity in Herr Wiers-Jenssen's play of "The Witch," wherewith, in a version prepared by Mr. John Masefield, the management of the Granville Barkers has replaced "Androcles" at the St. James's. To-day we disbelieve in witches, just as we refuse to regard as conceivable the fires of that material hell from which, according to sixteenth-century notions, the destruction of the heretic's body might be supposed to save his or her soul. So that the whole phenomena of religious persecution can have for the modern playgoer of to-day only the attraction of curiosity—the attraction of a morbid and a terrifying past. Still, Miss Lillah McCarthy's Witch has impressive moments, if she is also artificial and affected in speech. As for Mr. Beveridge, Miss Janet Achurch, and Mr. Arthur Whitby, they are responsible for acting which makes one wish the revival of "The Witch" were likely to prove more than a stop-gap.

"THE JONESES," AT THE STRAND.

What Mr. Laurence Cowen intended doing in "The Joneses," with its Welsh setting, Welsh dialect, and Welsh actors, is easily understood; he was to do for the Principality the service "Bunty's" author has done for Scotland, and Mr. Synge and others for Ireland. So (the now legendary) steeple-hats, and a sing-song mode of speech, and a plot turning on chapel and eisteddfod, and a village full of Joneses, and a cast largely Welsh are submitted to us for our entertainment, as if with the suggestion, "Here, in turn, you get the atmosphere of gallant little Wales." The idea is acceptable enough; the combination of details is picturesque, and often diverting; but, in point of fact, Mr. Cowen's is not the Wales of reality, nor are his characters real Welsh types—they are no more than puppets of farce in fancy costume. Still, Mr. Cowen's story, which strongly resembles that of "General John Regan," has its broadly comic moments, and various Welsh players succeed very nearly in producing that illusion of *vraisemblance* which the playwright fails to secure; while the vivacity of Mr. Harcourt Williams as the plausible scamp who upsets the quiet of the village of Llynwllanwllyn keeps the Strand audience in good humour.

"ARE YOU THERE?" AT THE PRINCE OF WALES'S.

Our musical plays are not expected to have over-much plot or sequence, but there are limits to the amount of incoherence that even the easy-going playgoer is prepared to grant to this class of entertainment. Just at present at least, "Are You There?"—as the newest piece of the kind is styled—transcends such limits, and so may be explained the rather rough treatment it and its librettist, Mr. Albert de Courville, obtained from first-night malcontents. When some semblance of arrangement has been got into its sportive exposure of the faults of our telephone system and into its picture of the Carnival revels of Nice, the startling "lighting effects" of its producer, the American Mr. Wayburn, and the score of its Italian composer, Leoncavallo, will stand a better chance of appreciation. Not that there is not fun and glitter and colour in the whirligig of the telephone-exchange scene, so full as it is of ever-varying movement and grouping. Not that the music, which is scarcely up to Leoncavallo's best form, does not contain one song—the "Rose" song, with pretty stage-illustrations—that is sure to capture the town. Not that Miss Shirley Kellog's singing and Mr. Lawrence Grossmith's light-comedy manner, and the efforts of Miss Carmen Turia, Mr. Billy Arlington, and Miss Veronica Brady do not deserve the warmest acknowledgment. But a little less noise, rather less violent appeals to the eye, some slight attempt at orderliness, would be grateful.

"A PLACE IN THE SUN," AT THE COMEDY.

The famous phrase is not very appropriate as title of Mr. Cyril Harcourt's new play, which merely treats somewhat unconventionally a theme only too familiar, and shows us a brother (a novelist) making a gallant struggle to save his wronged sister from disgrace. Very prettily and pathetically managed is the scene in which the girl makes confession to him of her critical case; but very difficult is it to believe that anyone so trusted and petted should have got into such a scrape. The new feature about Mr. Harcourt's handling of the situation is not so much the brother's manly and tender attitude to the little fool as the frankness of the scamp who has brought about her trouble. A "waster" and a vicious weakling on his own admission, he cannot afford to let himself be cut off with a shilling by his blustering father. The old man, whom his children treat with almost open contempt, is a figure of farce; but the boy, as Mr. Reginald Owen helps very cleverly to individualise him, belongs to a type of the self-analytical young idler of to-day that does really exist. His sister it is who acts as *dea ex machina*, in a rather preposterous manner, for she sets herself to be compromised in her turn by the novelist. Mr. Robert Loraine as the novelist, and Miss Ellen O'Malley as his silly sister, share the honours of the interpretation; to watch them deal with the delicate episode of the confession is to be very proud of what our younger players can do in the way of sensitive and yet emotional acting.

"THE PURSUIT OF PAMELA," AT THE ROYALTY.

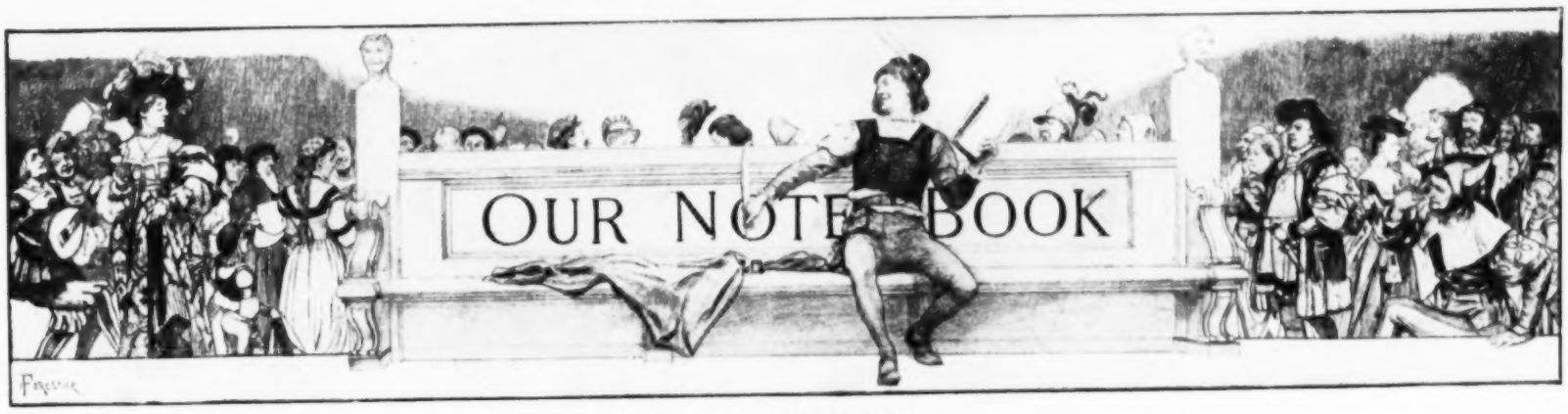
It is a long-drawn-out story of sentiment which Mr. Fernald has to tell us in "The Pursuit of Pamela," and it does not make for brevity, if for picturesqueness, that the scene differs in each of the four acts and varies between the South Seas, Japan, China, and the mountains of Canada. There is an abundance of light-heartedness and buoyancy about the runaway heroine at first. But oh! what a time it takes the author to conduct the lovers to their obviously predestined happiness! The light comedy is often very delightful in its out-of-the-way setting; the wit and banter and repartee make for laughter, as do also the oddities of Pamela's misogynist brother-in-law; and Pamela herself is full of charm; while Kanaka porters and Japanese and Chinese servants lend colour to the pictures. Moreover, the fine voice of Mr. Dennis Eadie, the smiles and tears of Miss Gladys Cooper, and the quaintness of Mr. Eric Lewis all afford pleasure; but, thanks to the author's prolixity, all three favourites are kept too long before the footlights.

"UNDER TWO FLAGS," AT THE LYCEUM.

Ouida's lurid tale, "Under Two Flags," has always won favour in stage versions from the day that novel-readers fell in love with the exploits of its self-sacrificing *vivandière* heroine, Cigarette. From the first it was seen that the novel had in it the makings of a first-class melodrama, and play after play has been founded on its plot. The latest, and not the least effective, has just been staged at the Lyceum. It has its full share of stirring situations; and Miss Tittell-Brune as the *vivandière*, Mr. Lauderdale Maitland as the English Guardsman Cigarette adores, Mr. Henry Lonsdale as the villainous Black Hawk, and Mr. Albert Ward as an Arab chief provide just the right sort of highly coloured presentation.

THE MOTOR SHOW AT OLYMPIA: OUR SPECIAL SUPPLEMENT.

AS in previous years, we mark the occasion of the great Automobile Exhibition at Olympia by a Special Supplement, abundantly illustrated, and containing a description by our motoring expert of the principal exhibits. The present Show is the twelfth annual exhibition organised by the Society of Motor Manufacturers and Traders. It was arranged to open on Nov. 7 and to close on Nov. 15. The Olympia Show now holds an established position as the most important event of its kind, and its great extent and popularity are an index of the growing power and importance of the automobile industry, and of the enormous strides which have been made, and are still being made, in the spread of motoring as a means of traction, both for purposes of pleasure and of business. Our expert's article should prove of great assistance to those who visit the Show with the object of comparing the relative merits of the numerous exhibits, and making a choice in the purchase of a car or any of its accessories. At previous exhibitions in recent years, visitors who went to Olympia with the serious purpose of making a purchase, have often found themselves hampered in their task by the overwhelming crowd of those who merely came to the Show as sight-seers. This year an attempt has been made to effect an improvement in the conditions for the benefit of would-be purchasers by limiting the number of free tickets to privileged people. As regards the engineering interest of the Show, this is as great as ever, and if there is nothing very revolutionary, there is, as our expert points, a constant process of improvement going on in the evolution of the perfect car, and the present gathering represents a very distinct advance over that of last year.



By G. K. CHESTERTON.

IF an old gentleman chance to fall off the Monument and break both his legs, it is the custom for those who lift him up to assure him that it is "All for the Best," or that mankind has owed many scientific discoveries to such accidents. Or if the scientific discoverers proceed to discover that the best remedy under the circumstances is to amputate his nose, they will accompany the operation with hopeful remarks; as that "He will feel better for it some day," or that the primordial germ of all animal life is quite happy without a nose. This method is often found to irritate those whom it is intended to comfort: and I confess that there was a time when it irritated me. I could not see how evident calamities could be the best things that could happen. But every phrase that is hackneyed is partly human. And in spite of the silliness of Job's comforters since the beginning of the world, there is a truth hidden in this language: a truth entirely hidden from the people who use the language, and one which I will now reveal to them. And I cannot doubt that after this article has been published, this unfortunate irritation against unseasonable optimists will cease; and that old gentlemen with broken legs will no longer resent being told by young gentlemen with unbroken legs that it is "All for the Best"; but will henceforth join in the cheeriness of the doctor when he tells them they will look better without a nose.

However this may be, the streak of truth in "All for the Best" is rather a curious one. People nowadays are still talking about education. By education the sensible people mean learning something; the silly people mean learning anything. But the modern mind will never be put straight until it begins to *unlearn* as well as learn. Deeply implanted in the modern mind there are a number of notions which are mere mistakes; which are at once fundamental and yet wholly foreign; and it is as difficult to get them out as it is essential to get them out. A sensible man will have in his head a thought that has no more business in his head than a bullet. It is a thought that prevents him thinking. You will meet a charming lady who is quite proud of having once thought of something (or been told of it by somebody else) something which is about as useful and ornamental in the head of a charming lady as grit in a clock; something that simply stops the works. The primary public duty before us to-day is not to educate the uneducated. The primary public duty before us is to uneducate the educated. For they have all been educated wrong, and cannot see with their eyes or hear with their ears or (least of all) understand with their heart. Now, curiously enough, the quickest way of *unlearning* things really is through calamity. I do not say that falling off the Monument and breaking his legs will necessarily teach the old gentleman a saintly resignation to the will of God. But I do say that if his religion has hitherto consisted of a firm conviction that he was an angel and could fly, he will *unlearn* that religion in the very brief space of time between the start and the arrival. I do not say he will necessarily learn to give up his nose with a noble gesture of renunciation. But I do say that if it has hitherto been his creed that his blood was of a bright blue colour, he will probably *unlearn* that aristocratic illusion if you cut off his nose, or even make his nose bleed. In short, disaster does not, as the shallow optimists say, always put a man right. But disaster really is the best thing to prove a man wrong, and that happens to be the one pressing and vital necessity for the sublime modern intellect. It has got to be proved wrong. For that purpose we want great disasters. And we seem to be getting what we want.

About twenty to thirty years ago there were a number of men who were clever enough to see what was wrong, though not clever enough to see what was right. They produced the Fabian Society and many much better things. But with their perfectly sensible and conscientious attack on the cruelty of capitalism was mixed up a number of quite other first principles. Now these first principles were piffle. There were too many of them to be recited here. But one of the most prevalent and persuasive was this extraordinary conception: that the human mind is at its highest when it sees blank similarity, and is at a lower stage when it can perceive variety. Why anyone should think so I never could understand. Surely the mind is both richer and more active when it can differentiate as well as combine. Surely seeing blank white light is not a complete substitute for seeing all the glorious colours that go to make it up. Humanity is not a substitute for man and woman. Empire is not a substitute either for England or Ireland. But to these cultured persons the superiority seems simply unquestionable. That is the peculiar mark of them: unlike religious people, they really regard their religion as self-evident. I saw an article the other day in a Suffragette paper in which a lady said it was obviously the higher view that there was no sex in the soul. I do not know what is the orthodox view; but, for my part, I should unhesitatingly say that the higher view would be that there was. I should prefer the fine phrase of Francis Thompson in a poem to a little girl:

> Thou whose young sex as yet is in thy soul,
> As hoarded in the vine
> Hang the gold skins of undelirious wine.

But I feel sure that nothing would persuade that lady that Francis Thompson could be a Higher Thinker—especially higher than herself.

Now these unthers are getting smashed up, which is the best thing that could happen, especially for themselves. It is their only chance of discovering reality. For the man who says there are no sexes or no nations fares simply and precisely like the man who says there are no chairs and tables. He falls over them. The man who says there is no difference between man and woman in politics promptly finds his political campaign wrecked by a difference in women; sometimes wrecked by their inferior qualities, more often wrecked by their superior. Mostly both are present; as they certainly are in the fight over the children that has hampered the strike in Dublin. On Mrs. Montefiore's side there were two very feminine things: compassion and impatience. On the Dublin mothers' side there are also two very feminine things: religion and jealousy.

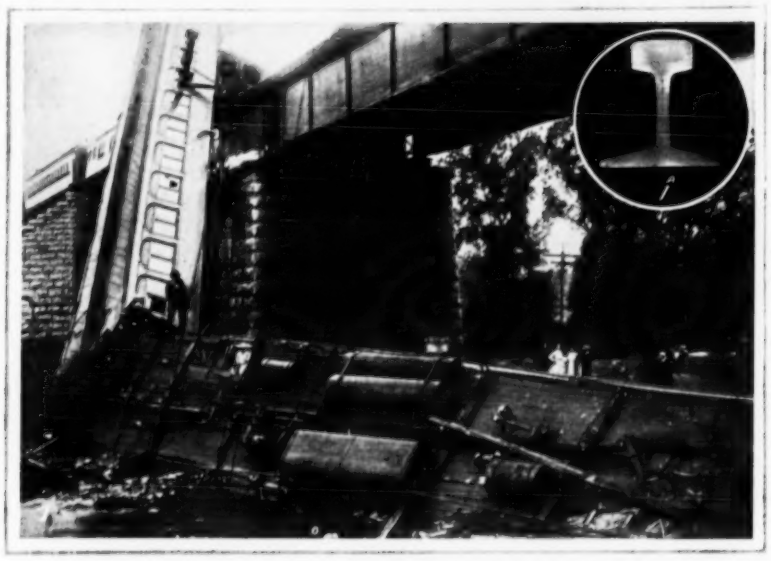
Fiske, Windsor

FROM APPRENTICE TO LORD MAYOR OF LONDON: THE LATEST SUCCESSOR OF DICK WHITTINGTON, SIR THOMAS VANSITTART BOWATER.

Sir Vansittart Bowater, who is just beginning his year of office as Lord Mayor of London, has risen in life somewhat as did his celebrated predecessor, Sir Richard Whittington. At fifteen, Sir Vansittart was an apprentice in the textile trade in Manchester. Later, he joined his father as a paper-maker and agent, and is now a partner with his brother in the well-known firm of paper-makers, Messrs. W. V. Bowater and Sons, of Queen Victoria Street. He is only the second native of Lancashire to become Lord Mayor of London, and he is one of the youngest holders of the office on record, being only fifty-one. The eldest son of the late Mr. William Vansittart Bowater, he was born at Cheetham Hill, Manchester, in 1862, and was educated at Broughton College and Stourbridge. He entered the Court of Common Council in 1892, and in 1905 served as Sheriff. In 1907 he was elected Alderman of Castle Baynard Ward. He belongs to the Girdlers' and Loriners' Companies, and is a Lieutenant for the City. In 1887 he married Miss Emily Margaret Spencer, and has four sons and two daughters.

IN VIEW OF SPLINTERED WOOD AND BLAZING WRECKAGE, SH

PHOTOGRAPHS BY COURTESY OF THE



In view of the numerous recent railway disasters in this country and the appalling railway-train collision, near Melun Station, between the Marseilles-Paris express and a mail train travelling in the opposite direction, it is particularly interesting to give these photographs, which appeared the other day in the "Scientific American," under the title: "The Mercy of Steel and the Menace of Wood: A Study of Some Recent Railroad Accidents." It will be seen that the illustrations in question deal

1. DUE TO A "PIPED" RAIL, WHICH NO TRACK-INSPECTION COULD DETECT: AN ACCIDENT IN WHICH TWENTY-NINE WERE KILLED.

1a. THE PIPE (REPRESENTED BY THE FINE BLACK LINE EXTENDING THROUGH THE VERTICAL WEB).

2. THE DERAILMENT OF THE TWENTIETH CENTURY, LTD., DUE, APPARENTLY, IN PART TO TRACK-FASTENINGS INSUFFICIENTLY STRONG: WHERE THE TRAIN SPREAD THE TRACK DAMAGE BEGINS AT RAIL NO. 1, WHERE ELEVEN SPIKES WERE PULLED.

3. A CASE IN WHICH STEEL CARS PROVED THEIR VALUE BY BEING NEITHER TELESCOPED NOR CRUSHED: CARRIAGES OF THE WRECKED TWENTIETH CENTURY, LTD., AFTER THEY HAD ROLLED DOWN THE EMBANKMENT AND COME TO REST ON THE HEAVY ICE OF THE HUDSON.

4a. FROM A RAIL WHICH CAUSED THE LOSS OF FIVE LIVES AND INJURIES TO EIGHTEEN OTHER PERSONS BY THE DERAILMENT OF A TRAIN OF EIGHT CARS: SPLIT HEADS DUE TO PIPE.

4b. BASE FRACTURE WHERE THE BREAK BEGAN.

(Continued.)

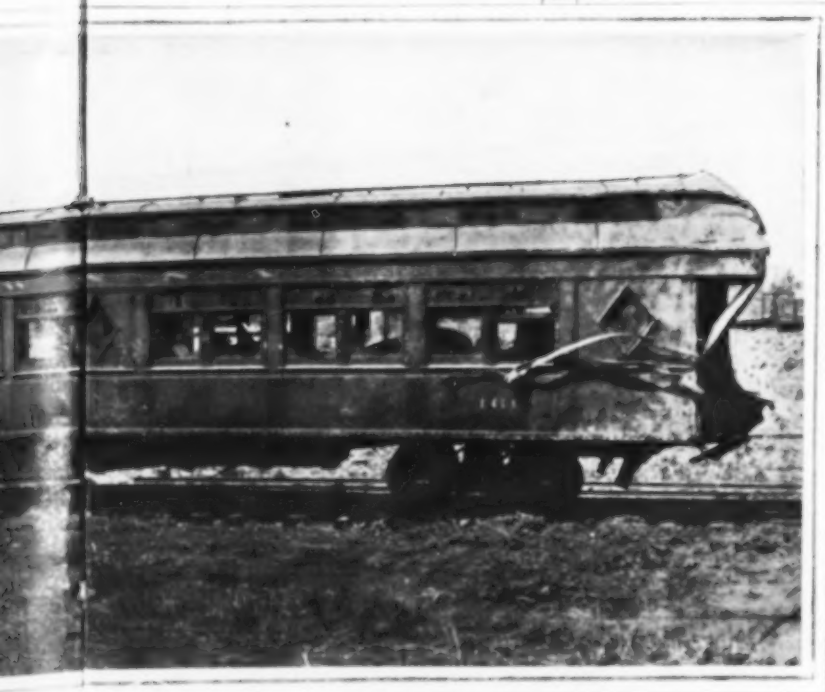
many engine-men of fast expresses realise that, if they were riding three twelve-inch shells, delivered at point-blank range, they would hit the target no harder than the fast-flying train which they hold in their hands would hit a standing train ahead? Now, when from 50,000 to 150,000 foot-tons of energy is suddenly arrested, whether by the instantaneous shock of collision, or by the more gradual and multiplied shocks of a derailment, something has got to go; and just how it goes is shown in the accompanying series of photographic views . . . selected . . . with

AGE. SHOULD RAILWAY-CARRIAGES BE CONSTRUCTED OF STEEL?

OURTESY OF THE "SCIENTIFIC AMERICAN."

chiefly with the fact that the steel car is much more difficult to damage than the wooden car; and this is, of course, very important, as in various cases of late, including that in France, carriages have been reduced to splinters. Almost of equal importance is the obvious point that, where wood will burn and so add to the terrors of the collision, steel will resist fire. In the "Scientific American" already mentioned, it is said of the energy behind such an onrushing body as a train: "How

(continued below)



5. THE FRAGILITY OF WOODEN CARRIAGES: THE TWO WEAKEST CARS (WOODEN) OF A TRAIN TELESCOPED INTO THE SPACE OCCUPIED BY ONE CAR.

6 and 7. TO SHOW THE EXCELLENT CONDITION OF STEEL CARS AFTER A SMASH: DETAIL OF THE DERAILMENT OF THE TWENTIETH CENTURY, LTD., WHICH WAS RUNNING AT SIXTY MILES AN HOUR: THE ROOF OF THE FIRST STEEL "SLEEPER" WAS SMASHED BY A COAL-CAR (SEEN IN THE FOREGROUND OF NO. 7).

8. THE FRAGILITY OF WOODEN CARS: A GENERAL VIEW OF THE DERAILMENT WHICH TELESCOPED THE WOODEN CARS SHOWN IN ILLUSTRATION NO. 5.

9. THE STRENGTH OF THE STEEL CAR: THE WEAKNESS OF THE WOODEN: A WRECKED WOODEN CAR BETWEEN THE ENGINE AND A STEEL COACH, THE AFTER-END PLATFORM OF WHICH WAS MERELY CRUSHED IN.

10. AFTER IT HAD ACTED AS ANVIL FOR A BLOW OF NEARLY 70,000 FOOT-TONS: THE STEEL CAR CONCERNED IN THE ACCIDENT SHOWN IN NO. 9, AFTER CRUSHING THE WOODEN COACH AND TWO-THIRDS OF A HEAVY WOODEN "SLEEPER."

11. AFTER THE DISASTER DEALT WITH IN THE TWO PRECEDING PHOTOGRAPHS: THE STEEL CAR AND THE WRECKED TWO-THIRDS OF THE "SLEEPER."

a view to emphasising two truths; first, the peril of the faulty steel rail; and, second, the merciful protection to life and limb which is afforded by the steel car." The writer, after deducing much evidence in favour of his theories, sums up by saying that railway accidents prove that everything possible should be done to eliminate rails piped or otherwise defective, and that steel cars should be substituted for wooden; also that the automatic stop should be universally adopted with the block-signal system. The article and photographs deal entirely with railway disasters in America.

PORTRAITS & PERSONAL NOTES.

Photo. Lallie Charles.

THE DUCHESS OF PORTLAND,
Who has been Appointed Mistress of the Robes to Queen Alexandra.

Photo. Topical.

THE DUKE OF SUTHERLAND,
Who has Offered to Sell 410,000 Acres of Land to the Government at Low Prices.

QUEEN Alexandra has recently appointed the Duchess of Portland as her Mistress of the Robes. The Duchess, who was married in 1889, was formerly Miss Winifred Dallas-Yorke. Some further notes on her appointment are given on our "Ladies' Page" in this issue.

Mr. Percy Lambert, the well-known racing motorist, was killed at Brooklands on Oct. 31, while travelling at about 110 miles an hour. Only the day before, he had promised his fiancée, Miss Marguerite Morten, that after this attempt he would give up trying to break records. He was the first motorist to cover 100 miles in an hour.

Some strong comments were made the other day regarding the long absence of Sir Cecil Spring-Rice, British Ambassador to the United States, from his post at Washington during the Mexican crisis. It has since been officially stated that the Ambassador's absence was simply due to illness.

Photo. Elliott and Fry.

SIR CECIL SPRING-RICE,
British Ambassador to the United States, whose absence from Washington has caused comment.

M. Pégoud, the famous French "upside-down" airman, now has an imitator in Germany, Herr Albert Friedrich. Herr Friedrich (with and without a passenger) has been doing vertical plunging flights in the style of M. Pégoud at the Johannisthal Aerodrome. He uses an Etrich monoplane.

Photo. Record Press.

HERR ALBERT FRIEDRICH,
The German Airman who has Emulated the Feats of M. Pégoud.

Sir Horace Rumbold, who died at Lymington on Nov. 3, was Ambassador to Austria-Hungary from 1896 to 1900, when he retired. His first diplomatic post was that of Attaché at Turin in 1840. He wrote a number of books, including three volumes of "Recollections" since his retirement.

Dr. Horace Dimock, the Insurance Panel doctor at Wisbech, was found dead in bed on Oct. 27, the day after he had been charged with criminal libel. His death caused riots in the town. Dr. Dimock took his M.B. in 1907, and had been anæsthetist at St. George's Hospital and senior house surgeon at Addenbrooke's Hospital, Cambridge.

Bavaria, like Brunswick, has recently acquired a new Sovereign. The new King, formerly Prince Ludwig, became Regent in succession to his father, the late Prince Luitpold, in 1912, and has now been given the crown on the dethronement of the mad King Otto.

Photo. News Illus. Co.

THE LATE MR. PERCY LAMBERT,
The well-known Racing Motorist, killed recently in an accident at Brooklands.

Photo. Pandyk

WIFE OF THE FAMOUS JUDGE, AND A DESCENDANT OF THE GREAT LORD CLIVE: THE LATE LADY DARLING.
Lady Darling, the wife of Mr. Justice Darling, died in London on November 5. She was the eldest daughter of the late Major-General Wilberforce Harris Greathed, and was descended from Lord Clive through her grandmother, Mrs. Archer Clive. Lady Darling was married in 1885.

In receiving Mr. Willard, the new American Ambassador to Madrid, King Alfonso said that Spain greatly appreciated the decision of the United States to be represented by an Ambassador. The King announced that, in return, the Spanish Legation in Washington would be created an Embassy, and asked Mr. Willard to convey to President Wilson an expression of his sincere friendship.

M. Gilbert, the French airman, made a wonderfully fast flight in the Pommery Cup competition. On Oct. 31 he flew from Paris to Peutzig, near Berlin, at a speed of 125 miles an hour.

Mr. Andrew Macbeth Anderson, who has become a Scottish Judge, was previously Solicitor-General for Scotland. He is the eldest son of the Provost of Coupar Angus, Mr. C. E. Anderson.

Mr. T. B. Morison, the new Solicitor-General for Scotland, is a son of Mr. Peter Morison, solicitor, of Edinburgh. He had been appointed as Sheriff of Fife and Kinross, but resigned in order to contest Inverness-shire in the Liberal interest.

Mr. Robert Munro, who has succeeded Lord Strathclyde (formerly Mr. Alexander Ure) as Lord Advocate, is the son of a Free Church minister in Ross-shire, and was born in 1868. In January 1910 he was elected M.P. for the Wick Burghs.

Sir William Evans-Gordon was the moving spirit of the Alien Immigration Act. After his election as M.P. for Stepney in 1900, he made a tour to the Jewish colonies of Eastern Europe to gather information. He was knighted in 1905. In 1892 he married Julia, Marchioness of Tweeddale.

Photo. Topical.

MR. WILLARD,
The new American Ambassador to Spain, recently received by King Alfonso.

Photo. C.N.

M. GILBERT,
The French Airman who Flew from Paris to Peutzig at 125 Miles an Hour.

THE LATE SIR HORACE RUMBOLD.
Formerly Ambassador to Vienna.

THE LATE DR. H. DIMOCK.
The Insurance Panel Doctor whose Death caused Rioting at Wisbech.

MR. ANDREW M. ANDERSON.
Appointed a Senator of His Majesty's College of Justice in Scotland.

MR. THOMAS B. MORISON.
Appointed Solicitor-General for Scotland.

MR. ROBERT MUNRO, M.P., K.C.
Who has recently been Appointed Lord Advocate.

THE LATE SIR WILLIAM EVANS-GORDON.
Formerly M.P. for Stepney.

OPENED BY DYNAMITE FROM 4000 MILES AWAY: THE PANAMA CANAL.

PHOTOGRAPHS (COPYRIGHT 1913) BY BYRON COMPANY.

1. WHERE GLACIER-LIKE LANDSLIDES HAVE CAUSED MUCH TROUBLE: THE CULEBRA CUT, SHOWING COMPLETED POSITION BETWEEN GAMBOA DIKE AND PEDRO MIGUEL LOCK.

2. MAKING THEIR FIRST LOCKAGE INTO GATUN LAKE: TUGS, DREDGERS, BARGES, AND OTHER CRAFT IN THE UPPER LOCK AT GATUN.

3. A FEW SECONDS AFTER PRESIDENT WILSON HAD PRESSED THE BUTTON IN THE WHITE HOUSE AT WASHINGTON: THE BLOWING-UP OF GAMBOA DIKE, WHICH ALLOWED THE WATERS OF THE ATLANTIC AND PACIFIC OCEANS TO JOIN.

4. SHOWING THE CONTROL-HOUSE NEARING COMPLETION AND THE LOCK GATES FINISHED: THE MIRAFLORES LOCKS.

5. COMPLETED AND IN POSITION ABOVE THE LOCK GATES: THE EMERGENCY DAM AT PEDRO MIGUEL LOCK.

On October 10 President Wilson pressed a button in the White House at Washington, 4000 miles away, and so caused the blowing-up of the Gamboa Dike, whose destruction allowed the waters of the Atlantic and Pacific Oceans to join. As to Illustration No. 5, in case of accident to the lock gates the emergency dam would be swung into position across the lock chamber, and a series of steel plates lowered in sections, thus completely shutting off the rush of water through the lock. Here it may be recalled, too, that what was truly a valley of death has been converted almost into a health resort. Had scientific research been wanting, indeed, the Panama Canal would not be; more especially had it not been discovered that the dreaded yellow fever is transmitted by a particular mosquito, and malaria by another mosquito.

NEWS BY PHOTOGRAPHY: THE CAMERA AS RECORDER.

AT FIRST GLANCE VERY LIKE THE RE-FACED BUCKINGHAM PALACE: THE CASTLE AT BRUNSWICK, WHICH THE NEW DUKE AND DUCHESS ENTERED ON NOVEMBER 3.

Photos. C.N.

VERY LIKE THE CASTLE OF THE NEW GERMAN SOVEREIGN PRINCE, THE DUKE OF BRUNSWICK: BUCKINGHAM PALACE AS IT IS NOW THAT IT HAS BEEN RE-FRONTED.

These photographs make it very evident how much akin, from an exterior point of view, are the re-fronted Buckingham Palace and the Castle in Brunswick. To the latter the new Duke and Duchess of Brunswick went on the occasion of their State Entry into their capital.

Photo. C.N.

THE PEOPLE'S INTEREST IN THE STATE ENTRY INTO BRUNSWICK OF THE NEW DUKE AND HIS CONSORT, THE KAISER'S ONLY DAUGHTER: THE GREAT CROWD OUTSIDE THE CASTLE.

When the new Duke and Duchess had driven into the Castle Square, a company of the 92nd Infantry Regiment presented arms and the German National Anthem was played. Then the new German Sovereign Prince and his wife entered the Castle, and soon after this the gates were thrown open and the crowd thronged into the square. A few minutes later the Duke and Duchess appeared on the balcony, and were greeted with much enthusiasm.

Photo. C.N.

THE FUNERAL OF DR. DIMOCK, WHOSE DEATH LED TO DEMONSTRATIONS BY INSURED WORKERS OF WISBECH: THE COFFIN BEING WHEELED INTO THE CHURCH AT STRATHAM.

Photo. Illus. Bureau.

UNVEILED BY THE SUBJECT'S SUCCESSOR: THE STATUE TO SIR HENRY CAMPBELL-BANNERMAN AT STIRLING.

Photo. Sport and General.

ROYAL THOUGHT FOR THOSE WHO RE-FRONTED BUCKINGHAM PALACE, THE KING'S LONDON HOME: SOME OF HIS MAJESTY'S WORKMEN-GUESTS AT THE DINNER.

The funeral of Dr. Horace Dimock, the special Insurance Panel doctor at Wisbech, who was found dead in bed after proceedings for criminal libel had been begun against him, took place on October 31 at Stratham, four miles from Ely, and was attended by, amongst others, about two hundred people from Wisbech, representing various bodies of insured workers. It will be recalled that on the Thursday night the demonstration made by insured persons and others who resented what they looked upon as the persecution of Dr. Dimock was so serious that vigorous police action was necessary. There were further disturbances on the night of the funeral an the next night.——On Nov. 1, Mr. Asquith unveiled at Stirling a bronze statue of Sir Henry Campbell-Bannerman. Before this ceremony, he received the freedom of the Royal Burgh, and after this gave an address in the Public Hall on Sir Henry Campbell-Bannerman's personality and work. As he was motoring to Stirling in the morning, four Suffragettes rushed up to the car, near Bannockburn, and one of them threw red pepper into it, while another tried to strike Mr. Asquith with a dog-whip.——On the evening of October 31, the workmen who were engaged in re-facing Buckingham Palace were entertained at dinner by the King, at the Holborn Restaurant. The Hon. Sir Derek Keppel, Master of the Household, presided, and the King and Queen sent a special message from Sandringham.

IN THE LAND OF FREQUENT TURBULENCE: A MEXICAN HAT STORE.

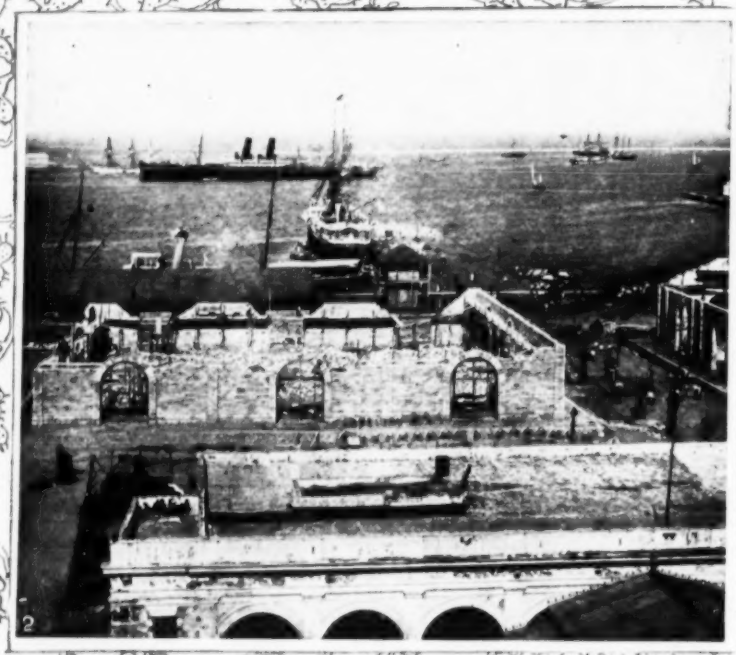
PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD.

FOR THE NATION WHICH HAS THREATENED AMERICAN PEACE: TYPICAL MEXICAN HATS PILED UP IN A SHOP IN MEXICO CITY.

Now that Mexico is so much in the public eye, a prominent item in the average Mexican's apparel claims topicality. The hat of the form shown in the above photograph, in felt or straw, is used very largely in Mexico. It is worn more in the country than the towns, and when the rich farmers go to town they usually exchange it for something less striking. Wealthier men wear the hats of felt, ornamented with gold or silver braid, and sometimes with the Mexican eagle, in gold or silver, in the front. The poorer wear them in straw, but they are all of the same shape, with broad brims and high crowns. They are very light and cool. As regards the political situation in Mexico, and the attitude of the United States, it was reported on November 3 that President Wilson had decided to prepare for an eventual naval and military demonstration against Mexico, and that the American policy was being made known informally to the Powers, with a view to securing their support.

COST OF ATTACK, A QUARTER OF A MILLION LIVES! MEXICO.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD AND NEWSPAPER ILLUSTRATIONS.



1. IN THE LAND GENERAL HUERTA SAYS IT WOULD COST THE UNITED STATES 250,000 LIVES TO ATTACK: IN THE FLOATING GARDENS, SANTA ANITA, MEXICO CITY.

2. FAMILIAR TO UNITED STATES WAR-SHIPS: THE HARBOUR OF VERA CRUZ WHERE CORTES LANDED FOUR CENTURIES AGO.

3. NEAR CITLALTEPETL, THE "STAR MOUNTAIN" OF THE AZTECS: A FINE MODERN STREET IN VERA CRUZ.

4. ON THE FOUNDATIONS OF THE TEACALI, THE AZTEC TEMPLE WHERE UNTOLD THOUSANDS WERE SACRIFICED: THE CATHEDRAL, MEXICO CITY.

It seems evident that troubled Mexico is likely to be a feature of the newspapers for some time to come, and the situation there continues to perplex, particularly, the United States, which at the time of writing has a squadron in Mexican waters, and announced only a day or two ago that its policy might become known by action rather than by statement. Meanwhile, it has been reported from Paris that General Porfirio Diaz, former President of Mexico, has stated that the only thing that would alter his decision never to return to Mexico would be an attack on that country by a foreign Power. In such an event, he argued, all Mexicans of whatever party would be brought together for the united defence of their country. General Huerta has declared that an attack on Mexico by the United States would cost that country no fewer than a quarter of a million lives and more money than all the foreign capital which is invested in Mexico; that is, about £400,000,000.

SCOTT'S LAST EXPEDITION: "TERRIFYING CREATURES": AND OTHERS.

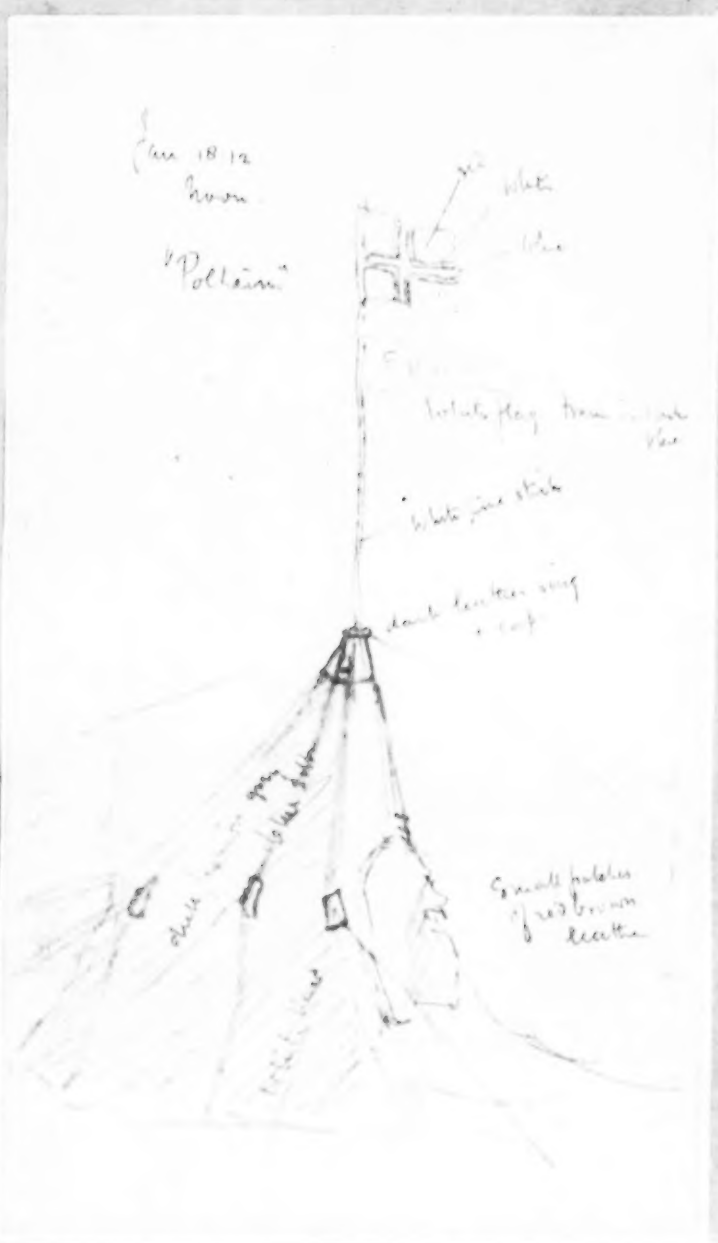
Reproduced from "Scott's Last Expedition," Including the Journals of Captain R. F. Scott, R.N., C.V.O.; by Courtesy of the Publishers, Messrs. Smith, Elder, and Co.
Photographs by Mr. Herbert G. Ponting.

1. A BIRD WHOSE MATE HAS NOT BEEN INDUSTRIOUS: A PENGUIN SITTING.
2. A BIRD WHOSE MATE HAS BEEN INDUSTRIOUS: A PENGUIN SITTING.
3. WAR WITH BLUBBER AS ITS CAUSE: SKUA GULLS FIGHTING OVER FOOD.
4. GETTING ON TO THE ICE: A WEDDELL SEAL.
5. AT RAZORBACK ISLAND: THE TIDE-CRACK.
6. NOT GRACEFUL, BUT VERY EFFICIENT: AN ADÉLIE PENGUIN ABOUT TO DIVE.
7. OF THOSE WHICH TRIED TO GET DOGS OF THE EXPEDITION AND NEARLY CAUSED DISASTER: KILLER WHALES RISING TO BLOW, SHOWING THEIR BLOW-HOLES.
8. A PHOTOGRAPH ENTITLED, "I DON'T CARE WHAT BECOMES OF ME": AN ADÉLIE PENGUIN.

In one of several notes about tide-cracks which appear in "Scott's Last Expedition," it is said: "With its customary irrationality, Antarctica had decided to dispense with a tide-crack in 1911, though the next expedition will probably find a chasm fifty feet deep where the Barrier presses on Ross Island." The particular tide-crack illustrated, as we have noted, was photographed at Razorback Island. The extract made was written in 1911. Concerning the Killer whale (Orca Gladiator), it is written that it is unappeasably voracious, devouring, or attempting to devour, every smaller animal. On one occasion several attempted to get at two of the Esquimaux dogs of the Expedition, and very nearly caused disaster to Mr. Ponting, as they split the whole floe under him. They are the largest and most terrifying creatures of their kind in the world.

SCOTT'S LAST EXPEDITION: AMUNDSEN FIRST AT THE SOUTH POLE!

Reproduced from "Scott's Last Expedition," Including the Journals of Captain R.F. Scott, R.N., C.V.O.; by Courtesy of the Publishers, Messrs. Smith, Elder, and Co.
Drawings by the Late Dr. Edward A. Wilson.



(continued.)

direction Bowers saw a cairn or tent. We have just arrived at this tent, two miles from our camp, therefore about one and a-half miles from the Pole. In the tent we find a record of five Norwegians having been there, as follows: 'Roald Amundsen, Olav Olavson Bjaaland, Hilmer Hanssen, Sverre H. Hassel, Oscar Wisting. 16th December, 1911.' . . . Left a note to say I had visited the place with companions. Bowers photographing and Wilson sketching. . . . Less than half a mile south we saw stuck up an old underrunner of a sledge. This we commandeered as a yard for a floorcloth sail. I imagine it was intended to mark the exact spot of the Pole as near as the Norwegians could fix it (Height 9500). A note attached talked of the tent as being two miles from the Pole. Wilson keeps the note. There is no doubt that our predecessors have made thoroughly sure of their mark and fully carried out their programme. I think the Pole is about 9500 feet in height; this is remarkable, considering that in Lat. 88° we were about 10,500. We carried the Union Jack about three-quarters of a mile north with us and left it on a piece of stick

(Continued below.)

IN Captain Scott's journals, found under the shoulders of the explorer as he lay dead in his tent, with Wilson and Bowers, and given in "Scott's Last Expedition," it is written, on Tuesday, January 16, 1912: "The worst has happened, or nearly the worst. . . . We started off in high spirits in the afternoon, feeling that to-morrow would see us at our destination. About the second hour of the march Bowers' sharp eyes detected what he thought was a cairn; he was uneasy about it, but argued that it must be a sastrugus. Half an hour later he detected a black speck ahead. Soon we knew that this could not be a natural snow feature. We marched on, found that it was a black flag tied to a sledge bearer; near by the remains of a camp; sledge tracks and ski tracks going and coming, and the clear trace of dogs' paws—many dogs. This told us the whole story. The Norwegians have forestalled us and are first at the Pole. It is a terrible disappointment. . . . Thursday morning, January 18—Decided after summing up all observations that we were 3.5 miles away from the Pole—one mile beyond it and three to the right. More or less in this

(Continued above.)

1. A SIGHT WHICH TOOK SOME OF THE HEART OUT OF CAPTAIN SCOTT AND HIS SOUTH-POLE PARTY ON THEIR LAST JOURNEY: AMUNDSEN'S TENT AT THE SOUTH POLE SKETCHED BY DR. EDWARD A. WILSON, "WHILE IT WAS BLOWING VERY COLD—22 DEGREES."

2. THE SCOTT SOUTHERN PARTY FORESTALLED BY ROALD AMUNDSEN AND HIS PARTY: THE CAIRN LEFT BY THE NORWEGIANS SOUTH-SOUTH-WEST FROM BLACK FLAG CAMP; AND AMUNDSEN'S SOUTH-POLE MARK—SKETCHED BY DR. EDWARD A. WILSON.

(continued.)

as near as we could fix it. 'I fancy the Norwegians arrived at the Pole on the 15th of December and left on the 17th, ahead of a date quoted by me in London as ideal, viz., December 22. . . . Well, we have turned our back on the goal of our ambition and must face our 800 miles of solid dragging—and good-bye to most of the day-dreams!"

SCOTT'S LAST EXPEDITION: SEA PANCAKES AND THE ICY ALPH AVENUE.

Reproduced from "Scott's Last Expedition," Including the Journals of Captain R. F. Scott, R.N., C.V.O.: by Courtesy of the Publishers, Messrs. Smith, Elder, and Co.
Photograph No. 1 by Mr. Herbert G. Ponting; Photograph No. 2 by Mr. F. Debenham.

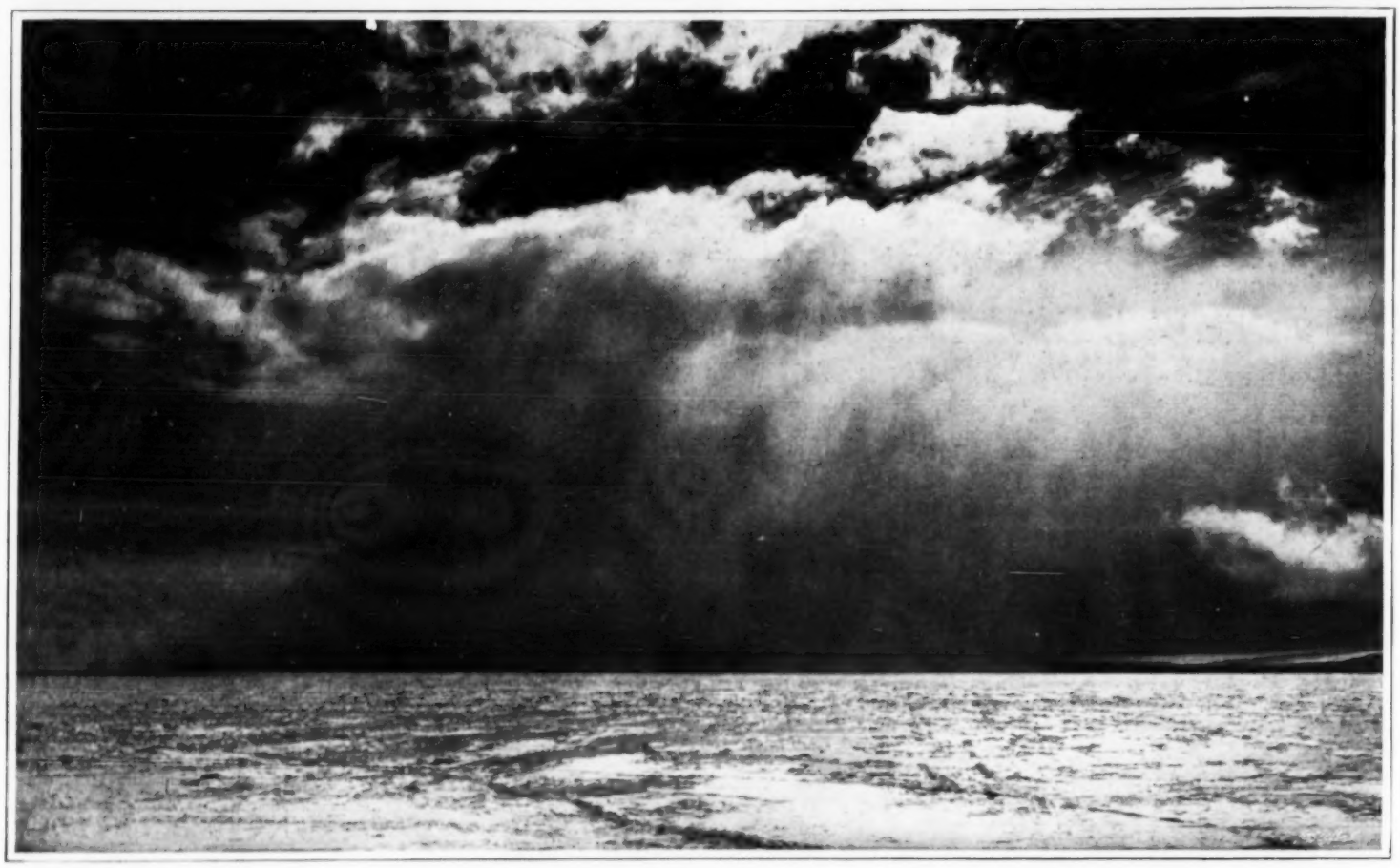
1. A SORT OF MOSAIC: PANCAKE ICE FORMING INTO FLOES OFF CAPE EVANS.

2. BY THE "SACRED RIVER" NEAR THE KOETTLITZ GLACIER: THE SOUTH-WEST END OF ALPH AVENUE, SHOWING THE PARTY'S RETURN ROUTE BETWEEN THE ICE PINNACLES AND THE MORAINE.

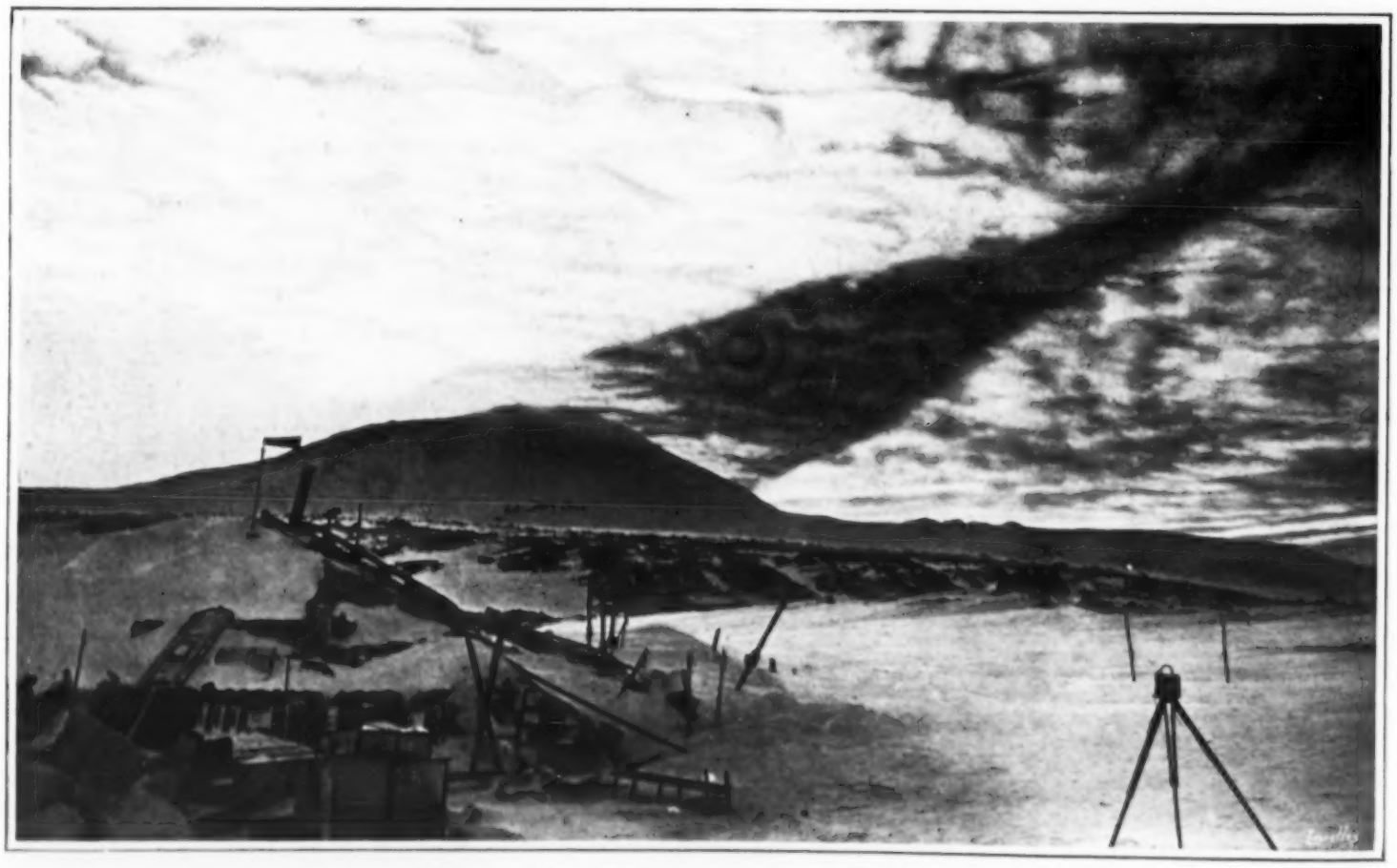
Under the date April 7, 1911, "Scott's Last Expedition" says: "As we got away from the land we got an interesting surface of small pancakes, much capped and pressed up, a sort of mosaic." And, later, under the date February 23, 1912: "As far as Cape Bird the ship passed through sea covered with pancake ice, and Ponting was able to get some very interesting photos of it in different stages of growth. Fortunately this ice only reduced her speed by about two knots." The Expedition named a strongly flowing stream found at the bottom of a gully near the Koettlitz Glacier, the Alph River, from Coleridge's lines: "Where Alph, the Sacred River, ran, Through caverns measureless to man, Down to a sunless sea." The course of the sub-glacial Alph River was followed, and the Expedition came to a rampart of ice pinnacles walling off the rough sea of the Koettlitz Glacier from the frozen surface of the "river." This lane was a quarter of a mile wide there. The party named it "Alph Avenue."

SCOTT'S LAST EXPEDITION: A BLIZZARD; AND EARTH SHADOWS.

Reproduced from "Scott's Last Expedition," Including the Journals of Captain R. F. Scott, R.N., C.V.O.; by Courtesy of the Publishers, Messrs. Smith, Elder, and Co. Photograph No. 1 by Mr. Herbert G. Ponting; and No. 2 by Mr. F. Debenham.



MOST DANGEROUS BECAUSE OF THE SUDDENNESS WITH WHICH IT COMMENCES: A BLIZZARD—APPROACHING ACROSS THE SEA-ICE.



A REMARKABLE SIGHT OF THE SPRING DEPÔT JOURNEY OF 1911: THE SHADOW OF MOUNT EREBUS ON THE CLOUDS.

In the book "Scott's Last Expedition," it is noted: "A blizzard is taken as a southerly wind of twenty-five miles an hour or over. . . . With regard to the extent of the country subjected to blizzards we cannot of course be very precise. Judging from Captain Amundsen's report they did not occur at Framheim, nor on the route he took to the Pole. . . . We know that typical blizzards were encountered at all points of Captain Scott's route as far as the Beardmore Glacier. . . . From the data at present available there appears no doubt that blizzards were confined almost entirely to the western half of the Ross Barrier. . . . One of the most dangerous peculiarities of the blizzards was the suddenness with which they commenced." Of the second photograph on this page it is written: "On September 9th, 1911 . . . the party started at eight a.m. on ski, in beautifully fine, clear weather. We saw remarkable earth shadows on the clouds over Erebus."

SCOTT'S LAST EXPEDITION: STRANGE CIRRUS CLOUDS; AND A VOLCANO.

Reproduced from "Scott's Last Expedition," including the Journals of Captain R. F. Scott, R.N., C.V.O.; by Courtesy of the Publishers, Messrs. Smith, Elder, and Co.
Photograph No. 1 by Mr. Herbert G. Ponting; No. 2, by Lieutenant T. Gran.

A REMARKABLE SPECTACLE: EXTRAORDINARY CIRRUS CLOUDS OVER THE BARNE GLACIER.

ASCENDED BY A PARTY WHICH LEFT CAPE EVANS ON DECEMBER 2, 1912: THE VOLCANIC MOUNT EREBUS—ITS SUMMIT.

In its notes on glaciers, "Scott's Last Expedition" says: "It is . . . when in the form of glaciers that one appreciates to the full the power of 'the mighty molecule' . . . huge valleys, five, ten, twenty, thirty, even fifty miles wide, filled with moving ice, cut by this ice from the solid rock to a depth of thousands of feet—huge streams of ice moving by virtue of their own enormous weight at a rate of thirty feet a year even in the most dormant glaciers. Hundreds of glaciers representing every type are to be found along the stretch of shore from Cape Adare to the Beardmore Glacier. . . . Owing to the fact that the 'snow-line' is at sea level, a very large proportion of the glaciers terminate in the sea and discharge bergs from their seaward faces. . . . More than this . . . the Antarctic glaciers, instead of coming to an end where they rest on the sea bottom, often preserve their entities as glaciers or streams of ice while projecting many miles into the open sea."

ART · MUSIC · and the · DRAMA

THE AUTHOR OF THE OPERA "JOAN OF ARC," AT COVENT GARDEN: MR. RAYMOND ROZE.

Photograph by Claude Harris.

Photo. Tillmann-Matter.

THE MAID OF ORLEANS OF THE FIRST PERFORMANCE OF "JOAN OF ARC," AT COVENT GARDEN: MISS LILLAN GRANFELT.

"THE WITCH," AT THE ST. JAMES'S: MISS LILLAH McCARTHY AS ANNE PEDERSDOTTER.

MUSIC.

SOME of the methods of advertising Mr. Raymond Roze's historical music-drama, "Joan of Arc," have been more suggestive of the circus than the opera-house, but it is only fair to realise the immense difficulties that must be faced before the British public will accept the fact that an Englishman has written to an English libretto an opera that is worth hearing. A very large amount of money and unlimited care have been lavished upon the new work, which was produced before a friendly and admiring audience at Covent Garden on Saturday night last, and if one cannot proclaim that a genius has arisen, it is safe to say that an extremely interesting work has been staged. Mr. Roze has written his own libretto, and to do this must always be of great assistance to a composer, who is thus enabled to deal with each incident according to the measure of inspiration it provides. There is an effective prologue, of which the scene is Domrémy, and the first act is in the Castle of Chinon, where Charles the Dauphin invests the Maid with the command of the force that is to rescue Orleans from the English and Burgundians. Tableaux vivants follow; there is a fine interview between Duke Philip of Burgundy and Joan; and ar ther tableau showing Charles VII. crowned at Rheims. The third act deals with the Maid's downfall, her march to the relief of Compiègne, her capture, trial, imprisonment, execution, and apotheosis.

Photo. Campbell Gray.

IN SIR JAMES BARRIE'S "HALF AN HOUR," AT THE LONDON HIPPODROME: MISS IRENE VANBRUGH AS LADY LILIAN GARSON.

It will be seen from this that Mr. Roze has compassed the gist of the Maid's romantic story within the limits of a few hours' stage-traffic, and if he had done nothing better than this there would be ample matter for congratulation. But he has succeeded with the musical setting, though it is not in any sense epoch-making, and Wagner is to Mr. Roze much as King Charles's head was to Mr. Dick, of "David Copperfield" fame. He cannot get away from Wagner; but then who among the younger composers can rid himself of that overmastering influence? One may be conscious of much Wagnerian inspiration and a little Wagnerian method, but in knitting up the whole orchestral force to the expression of a sequence of great ideas, Mr. Roze has still much to learn. On the other hand, it must be admitted that he was face to face with the dangers of being too simple or too complex in utterance, and if he has regarded the first-named fault as being the lighter of the two, he is quite justified from the point of view of one who would write an opera that is to be popular.

"BETWEEN SUNSET AND DAWN," AT THE VAUDEVILLE: MR. NORMAN McKINNEL AS JIM HARRIS AND MISS MAY BLAYNEY AS LIZ HIGGINS.

The London Symphony Orchestra is devoting its season to standard works under the direction of Continental conductors. Novelties will find no place in the programme, and the aim of the directors is to give the best possible interpretation to music that is familiar to the audiences of our leading concert-hall. This is an honest undertaking enough, and apparently a wise one, for the subscription is larger than it has ever been in the history of the Orchestra. There will be many to regret the exclusion of new works, but there will be still more who will be very glad.

Hundreds, perhaps thousands, of the patrons of concerts resent the appearance of novelties; while it is common knowledge that the cost of rehearsing them is well-nigh prohibitive.

Herr Steinbach conducted at the opening concert of the season, and the programme was made up of the works we all know—a Beethoven ("Leonora") overture and Fifth Symphony, a Bach Brandenburg Concerto, and the Third Symphony of Brahms. Players and conductor approached these fine works on terms of absolute intimacy, and every fine shade of beauty seemed to be revealed. Though Herr Steinbach has set his face against applause save at the end of each work, and the audience accepted the suggestion quite cheerfully, it seems a little unwise to do anything that makes an English audience colder than ever. Many great artists have assured the writer that they suffer from what they take to be a lack of response from those to whom they are appealing. The programme on Monday night next will include the Eighth Beethoven Symphony, and the soloist will be that talented young violinist, Isolde Menges.

Photo. Elson Adams.

THE MAID OF ORLEANS FOR THE SECOND PERFORMANCE OF "JOAN OF ARC," AT COVENT GARDEN: MISS MARTA WITTKOWSKA.

At the Albert Hall, the Royal Choral Society has assembled and has given yet another performance of "Elijah" to a large and delighted audience. It was hardly surprising to find that the quality of the attack left something to be desired. Familiarity may not have bred contempt, but it has developed over-confidence at the expense of enthusiasm. Of the soloists, though all sang well, Miss Ada Crossley was easily first.

At the Queen's Hall, on Saturday afternoon last, Max Reger's "Concerto in the Old Style," closely modelled upon Bach, proved to be a clever work, full of vigour and a fine musicianly quality. It is an entirely agreeable experiment, and, in these days when Bach is rightly reverenced, the modernising method has a curious interest. Sir Hubert Parry's fine Symphony in B minor was the *pièce de résistance*, and Ernst von Dohnanyi's playing of the Fourth Beethoven Concerto was distinguished. Moussorgsky's curious work, "Une Nuit sur le Mont Chauve," a little bizarre and quite out of the mood of what had gone before, concluded a singularly interesting concert.

"THE GREEN COCKATOO," AT THE VAUDEVILLE: THE DEATH OF THE DUC DE CADIGNAN.

"The Green Cockatoo" is by Arthur Schnitzler, translated by Penelope Wheeler. It is described as a grotesque.

SCOTT'S LAST EXPEDITION: RIDGES OF TWO FORMS—NEW AND DIFFICULT.

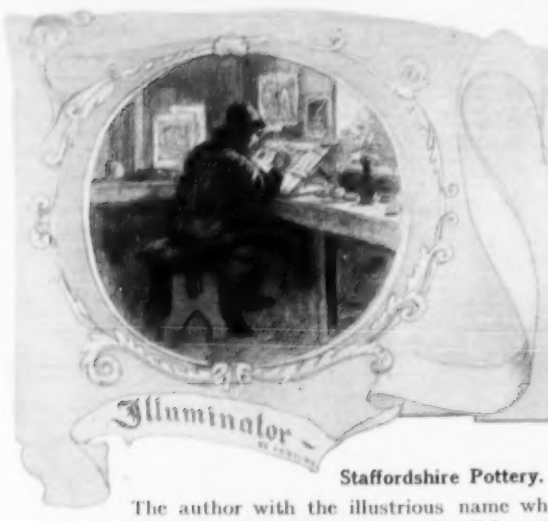
Reproduced from "Scott's Last Expedition," Including the Journals of Captain R. F. Scott, R.N., C.V.O.; by Courtesy of the Publishers, Messrs. Smith, Elder, and Co.
Photographs by Mr. Herbert G. Ponting.

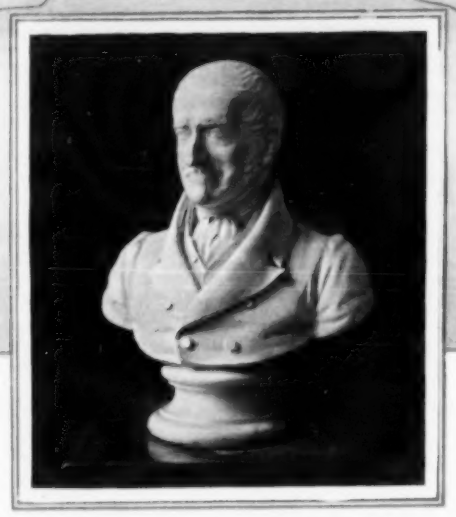
"A CONDITION WE HAVE NEVER SEEN BEFORE": SPRAY RIDGES OF ICE AFTER A BLIZZARD.

IN THE SEA-ICE RUNNING TOWARDS CAPE BARNE: A PRESSURE RIDGE.

In Captain Scott's Journals it is written, under the date, Tuesday, March 21, 1911: "This is the third gale from the south since our arrival here. . . . The effects of this gale are evident and show that it is a most unusual occurrence. The rippled snow surface of the ice foot is furrowed in all directions and covered with briny deposit—a condition we have never seen before. The ice foot at the S.W. corner of the bay is broken down, bare rock appearing for the first time. The sledges, magnetic huts, and in fact every exposed object on the Point are thickly covered with brine." This note was written in Discovery Hut, at the south end of Ross Island. Some little idea of the difficulties caused by pressure ridges may be gained from a note, dated October 27, 1912, and concerning the Northern Party: "We got away after breakfast, keeping inside Depôt Island and getting beautiful smooth ice nearly clear of snow, which lasted to Cape Ross, where we had to cross bad pressure ridges off the Cape. The ridges were so bad we had to cut passages for the sledges with ice axes."

Literature





Staffordshire Pottery.

The author with the illustrious name who has dedicated this book on English pottery—"Staffordshire Pottery and Its History," by Josiah C. Wedgwood, M.P. (Sampson Low)—"to my constituents who do the work," would modestly claim for it a chiefly local interest. Neither would he raise expectations of a specialised monograph; but the result proves a singularly clear and balanced view of this important English craft. The great-great-grandson of *the* Wedgwood, he explains how it came that his family of long generations, with other famous potters, are to be found in a group in Staffordshire; their factory chimneys springing like a forest about those Five Towns which Mr. Arnold Bennett has made so familiar and so human of late years. Before them, potting was a domestic affair of the kitchen. Every house made its pots, where all that was needed was to hand, in the materials of brushwood and clay. But wood got dear, and the use of coal demanded a localisation of pot-making where coal was present and cheap. In the latter half of the eighteenth century it cost only 1s. 4d. a ton, exactly what the hawking coal-carts of our London streets charge for a hundredweight to-day. By the time that Charles the Second came into his own, Burslem was full of potters. In the train of the Prince of Orange arrived the brothers Elers, aristocrats by birth, but artists in craft; and their ovens smoked beside those of the Wedgwoods, much to the national benefit. This is the period of the origin of salt-glaze, a curious problem for the collector, which Mr. Wedgwood sets forth, but forbears to dogmatise upon. When pots were presently cast instead of only thrown or moulded, another great potting name occurs in that of Wood. The two brothers Aaron and Ralph Wood made some of the finest moulds (used in the casting) for Thomas Wedgwood, and the writer of this review has seen a unique collection of these in the possession of the late Mr. J. B. Wood, of Shropshire. From coarse beginnings to Wedgwood jasper and blue Spode, from the old peasant industry to its eventual development of tools, material, and commerce, Mr. Wedgwood carries the reader intelligently with him. A sad descent marks the first half of the nineteenth century, a barren period for artistic England generally. Workmen's Compensation Acts and the extinction of potter's asthma appear the latest achievements of the craft; our epoch of applied science and specialised machinery does not seem to evoke personalities. But we can read of them, and those among Stafford potters make an interesting theme in Mr. Wedgwood's hands, supplemented with photographs, genealogies, maps, and index.

BY AN EIGHTEENTH-CENTURY MASTER POTTER, A COMPETITOR OF WEDGWOOD: A VASE BY JOHN TURNER OF LANE END.

From "Staffordshire Pottery and Its History."

RUINED BY THE FRENCH WARS: WILLIAM TURNER, A MASTER POTTER OF THE EIGHTEENTH CENTURY.

"John Turner died in 1786, and was succeeded by his two sons, John and William. . . . Their business was ruined by the French wars, and in 1803 they were compelled to close down."

From "Staffordshire Pottery and Its History."

DATING FROM ABOUT 1760: STAFFORDSHIRE FIGURES DECORATED WITH WHIELDON GLAZE, PROBABLY BY WEDGWOOD.

Thomas Whieldon was in partnership with Josiah Wedgwood from 1754 to 1759. Whieldon had invented some new methods of glazing, and was famous for his "tortoise-shell" ware and "solid agate."

From "Staffordshire Pottery and Its History."

THE EARLIEST KNOWN PIECE OF STAFFORDSHIRE SALT GLAZE WARE: A MUG OF 1701.

From "Staffordshire Pottery and Its History."

STAFFORDSHIRE POTTERY AND ITS HISTORY.
BY JOSIAH C. WEDGWOOD, M.P.
Illustrations: Reproduced by Courtesy of the Publishers, Messrs. Sampson Low, Marston and Co.

English Domestic Clocks.

Two classes of readers will be mainly interested in "English Domestic Clocks," a new and beautifully produced work by Herbert Cescinsky and Malcolm R. Webster (Routledge), which is published at the price of one-and-a-half guineas net. The book will appeal both to those who are professionally concerned with clocks and their development and to those who are interested in them from the point of view of the collector or student of English furniture. The dual interest is doubtless due to the dual authorship, which, the preface explains, "was rendered advisable by the fact that to properly describe the later examples . . . it was necessary to thoroughly examine the works of each clock . . . obviously, the province of the practical clockmaker." The first four chapters deal with the measurement of time, and the mechanism of clocks; the remaining eleven describe actual clocks and clock-cases. The book supplements Mr. Herbert Cescinsky's "English Furniture of the Eighteenth Century." The numerous illustrations are from drawings and photographs by the authors, with a frontispiece in colour—a portrait of an old-time watchmaker—to which, very strangely, no title or artist's name is attached.

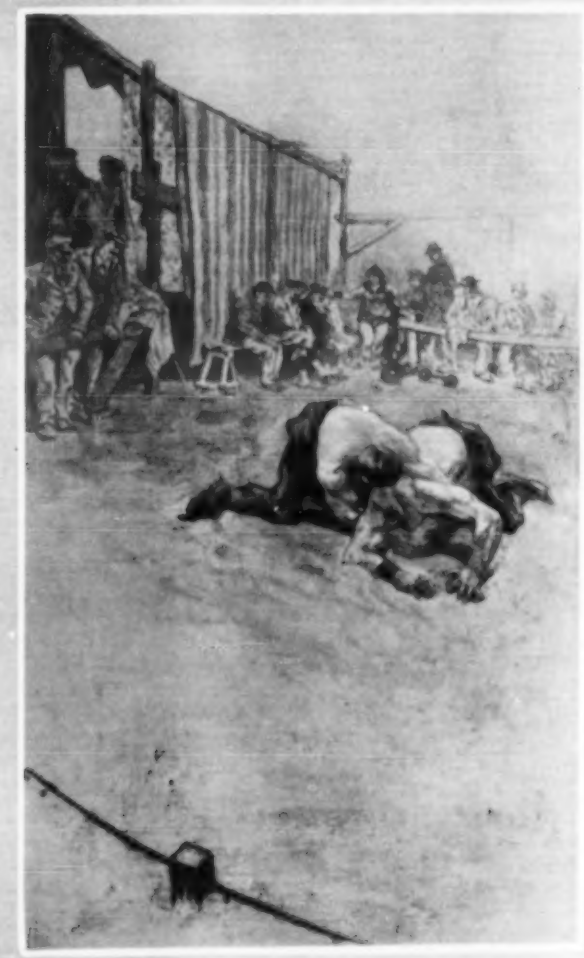
STAFFORDSHIRE WARE IN THE EIGHTEENTH CENTURY: AN ENAMELLED SALT GLAZE JUG, PROBABLY BY BADDELEY OF SHELTON, DATED 1760.—[*From "Staffordshire Pottery and Its History."*]

THE EARLIEST KNOWN PIECE OF STAFFORDSHIRE SALT GLAZE WARE: THE 1701 MUG—SHOWING THE HANDLE.

From "Staffordshire Pottery and Its History."

THE WORK OF GREAT ETCHERS: EDGAR CHAHINE.

From the Etchings by Edgar Chahine; Published by Edmond Sagot, Paris.



1. LÉRAND IN "THE WANDERING JEW." 2. "THE WRESTLERS." 3. PORTRAIT OF ANATOLE FRANCE.

When Edgar Chahine first went to Paris from Venice, he was full of visions of the splendours of the East, of the luxuriance of Italy, of the beauties of civilisations long dead. So it was that Paris came as a great revelation to him, and soon influenced his work. Almost immediately he began to make etchings, not only of street characters, but of scenes in France. We give here three examples of his new period under the Paris influence.

THE ART OF THE FILM-MAKER: CINEMATOGRAPH-PICTURES

1. "THE CHARGE OF THE LIGHT BRIGADE": LORD RAGLAN, THE COMMANDER-IN-CHIEF, WATCHING THE CHARGE.

2. "TANNHÄUSER" ON THE FILM: THE TEMPTATION OF TANNHÄUSER BY VENUS.

5. ROBERT LOUIS STEVENSON'S "TREASURE ISLAND": THE DISCOVERY OF THE TREASURE.

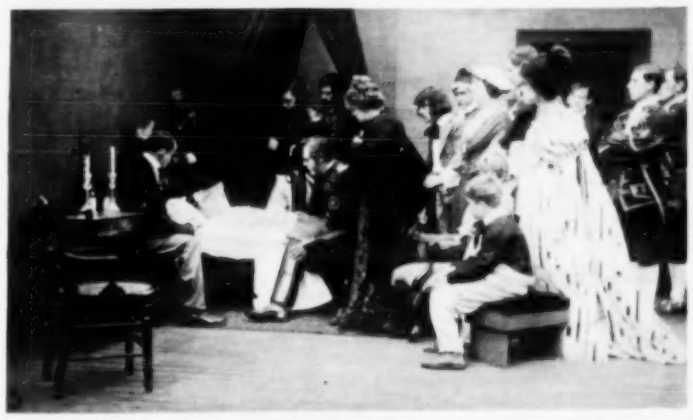
6. "MARY STUART": BURLEIGH ENDEAVOURING TO INDUCE QUEEN ELIZABETH TO SIGN THE DEATH-WARRANT OF MARY, QUEEN OF SCOTS.

9. "SIXTY YEARS A QUEEN": QUEEN VICTORIA VISITING THE SICK AT THE NEWLY OPENED NETLEY HOSPITAL, IN 1865.

10. "SIXTY YEARS A QUEEN": THE FIRST AUSTRALIAN GOLD TO ARRIVE IN LONDON CONVOYED BY MOUNTED POLICE FROM THE EAST INDIA DOCKS TO THE BANK, IN 1852.

On another page of this issue we mention the cost of production of the film "Sixty Years a Queen." Further idea of what the cinematograph means to the industrial world may be gained from a quotation from "The Romance of the Cinema," which was published a few weeks back: "Six years ago the total number of employés in cinematograph theatres in Great Britain was about 500. They now exceed 125,000. Their weekly wage-bill probably runs into £250,000 or more, or £12,000,000 per annum. And it is estimated that the number of people visiting them per week must be well over 8,000,000—416,000,000 people a year! At the present time there are about 16,000 picture-theatres in America, and it is estimated that they are patronised by more than 6,000,000 people a day. Nearly £30,000,000 a year are spent in admission money, in spite of the fact that the prices of seats are much lower in America than here. . . . The Edison studio cost £20,000 to build. . . . Some of the big 'exclusive' films . . . have cost as much as £15,000 and

FOR THEATRES VISITED BY EIGHT MILLION BRITONS A WEEK!



3. "THE PRISONER OF WAR": THE DEATH OF NAPOLEON AT ST. HELENA.

7. "GUY FAWKES": THE CONSPIRATORS ARE BLOWN UP BY THE TRAITOR.

11. "SIXTY YEARS A QUEEN": AN OLD WOMAN WHO WALKED FROM CORNWALL TO SEE THE QUEEN PRESENTED TO HER MAJESTY AT THE OPENING OF THE GREAT EXHIBITION IN 1851.

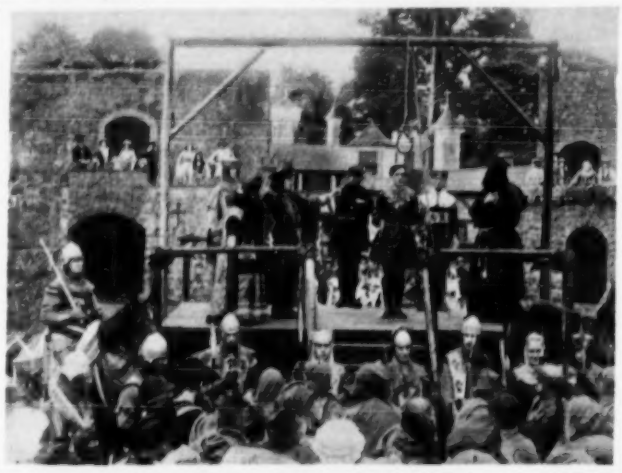
4. "THE INDIAN MUTINY" OR THE FILM: THE RELIEF OF LUCKNOW.

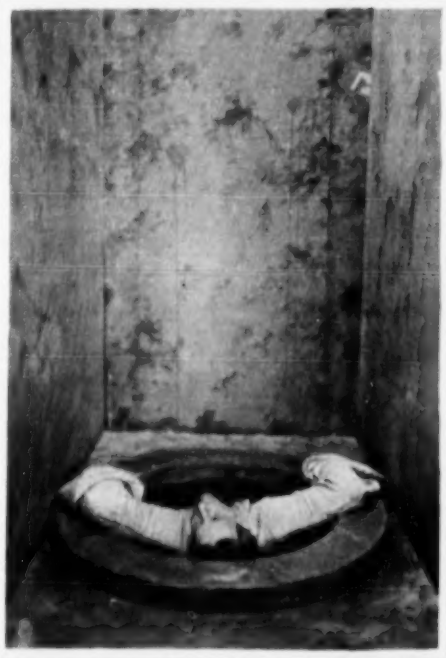
8. "THE BATTLE OF TRAFALGAR": THE SCENE ON THE "VICTORY" AT THE MOMENT OF TRIUMPH.

12. "SIXTY YEARS A QUEEN": THE ARREST OF JOHN FRANCIS, WHO ATTEMPTED TO ASSASSINATE QUEEN VICTORIA IN HYDE PARK, IN 1842.

£20,000 to produce. . . . It is announced . . . that Herr Max Reinhardt, the producer of the 'The Miracle,' has entered into a contract . . . to produce a series of cinematograph-dramas. Herr Reinhardt is said to have been guaranteed a minimum of £2500 per drama!" In the "Century Magazine" the other day, again, it was stated that the Department of Justice had estimated that the ten leading film-makers of the United States, which handle between them seventy and eighty per cent. of the country's business, fill between them 2,500,000 and 3,000,000 feet of film every week. This means between 25,000 and 30,000 miles of pictures annually. . . . From an original film about 200 positives are usually reproduced. For the illustrations on this and other pages we are indebted, particularly, to the Thomas Edison Company, and also to the Cines Company, Barker Motion Photography, and the B. and C. Film Company. Certain of the photographs are by the Sport and General Illustrations Company and the Illustrations Bureau.

THE ART OF THE FILM-MAKER: REMARKABLE CINEMATOGRAPH-PICTURES.





1. "IN THE DAYS OF ROBIN HOOD": A MOMENT BEFORE WILL SCARLETT, WHO IS ABOUT TO BE HANGED, IS RESCUED BY ROBIN HOOD.
2. SCOTT'S "IVANHOE": CHEPSTOW CASTLE FALLS TO ROBIN HOOD AND HIS MEN.
3. EDGAR ALLAN POE'S SPANISH INQUISITION STORY, "THE PIT AND THE PENDULUM": THE CIRCULAR PIT.
4. "THE PIT AND THE PENDULUM": THE MAN BOUND ON THE FRAMEWORK.
5. "THE PIT AND THE PENDULUM": WATCHING THE MAN UNDER THE GLOW OF THE HOT IRON WALLS.
6. "THE PIT AND THE PENDULUM": THE RAZOR-EDGED PENDULUM SWINGING OVER THE MAN, WHILE RATS GNAW THE BINDING ROPES.
7. DUMAS' MOST FAMOUS STORY AS A PICTURE-PLAY: "THE THREE MUSKETEERS."
8. "IF ENGLAND WERE INVADED": THE HERO IS WOUNDED IN THE BATTLE OF ROYSTON.

We have already referred to the very considerable cost of such cinematograph-pictures as those illustrated in this issue. Dealing still further with this point, it may be remarked that "Sixty Years a Queen," one of the films from which we reproduce scenes, cost £11,000. £7000 of this sum went for salaries and wages; hire of costumes accounted for £1250; the balance was for scenery, accessories, and so on. Remembering all this, it is exceedingly interesting to recall that the whole business may be said to have begun when, about 1878, Eadweard Muybridge began a series of camera-studies of the horse in motion, animal locomotion, and so on. He started his work, as "The Century" pointed out recently, in California on the private racecourse of Governor Leland Stanford: "Here he employed a battery of twenty-four cameras, spaced a foot apart, the shutters of which were sprung by the horse coming in contact with threads stretched across the track." In 1889, Edison began his Kinetoscope camera.

THE ART OF THE FILM-MAKER: REMARKABLE CINEMATOGRAPH-PICTURES.

1. "BY THE CROSS": CONSTANTINE'S ARMY CROSSING THE ALPS.

2. "BY THE CROSS": THE BATTLE ON A BRIDGE ACROSS THE TIBER.

3. "ANTONY AND CLEOPATRA": THE PEOPLE OF ROME SALUTING THE ARMY.

4. "QUO VADIS?": NERO IN HIS BOX AT A MASSACRE OF CHRISTIANS.

5. "ANTONY AND CLEOPATRA": ROMAN CENTURIONS ON THE SEASHORE.

It cannot be news to our readers that, from a thing of flickerings and indifferent films, the Cinematograph has become a very perfect instrument for the production of living-pictures. "Picture Palaces" are now features of every city, town, and village; and the competition between them and between various picture-making firms is exceedingly keen. As a result, many of the plays and spectacles filmed are of the most elaborate character, and have called not only for very considerable expenditure of money, but for much knowledge and ingenuity. Of all these facts the reproductions on this page and on succeeding pages bear witness. It may be noted here that "By the Cross," an Italian film, has as a sub-title the quotation: "By this sign thou shalt conquer." The period of the spectacle is 300 A.D. In the cast are the Emperors Maximian, Constantine, and Maxentius. The scene is laid in Milan, Rome, and Gaul. "Quo Vadis?" is based on the novel by Henryk Sienkiewicz. "Antony and Cleopatra" is an Italian film.

THE CULT OF THE ARGENTINE TANGO: THE FASHIO

DRAWN BY OUR SPECIAL ART

THE DANCE OF THE TWO HUNDRED STEPS: THE ARGENTI

The Argentine Tango, despite "A Peeress" and others—perhaps, partly, by reason of the publicity they gave it—has become quite the rage in this country, more particularly in London; and this not only on the stage, but in ball-rooms and in restaurants. A month or two ago few, perhaps, would have dared to prophesy that the cult of the dance would spread beyond the "boards"; that it has done so we have already said. Even M. Jean Richepin, the famous poet, was moved the other day to lecture upon it at the Annual Gathering of the five Academies which form the Institute of France; and said it was an error to suppose that the

ASHIONABLE DANCE AT A VERY FASHIONABLE HOTEL.

R SPECIAL ARTIST, A. C. MICHAEL.

ARGENTINE TANGO GIVEN DURING SUPPER AT THE SAVOY.

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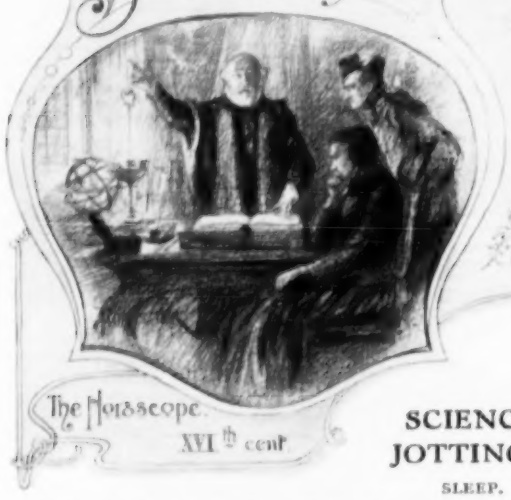
Tango was unknown to the ancients, saying in support of this that in the British Museum can be seen figures of girls dancing in much the same way as is now in evidence! No better proof of the fact that the Tango is now fashionable can be given than this drawing. It may be added, by the way, that the real Tango of the Argentine, a four-hundred-year-old national dance of that country, has at least two hundred steps. For ball-room purposes Clayton and Marquis, the chief exponents of it who are now in town, who dance it at the Savoy and are attracting crowds of Society people, have reduced the number to twenty-five.

SCIENCE AND NATURAL HISTORY



A SPECIAL DWELLING-PLACE FOR ENEMIES OF MALARIA-CARRIERS: A SHELTER FOR BATS RELIED UPON TO KILL MOSQUITOES.

Dr. Charles Campbell, of San Antonio, Texas, observing that bats were the sworn enemies of mosquitoes, which, it is common knowledge, inoculate man with malaria, had the idea of employing those curious flying mammals against the dangerous insect; more especially as the two

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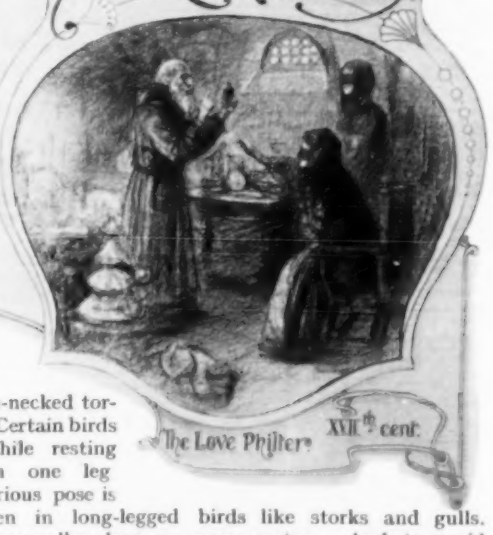


SCIENCE JOTTINGS.

SLEEP.

Oh sleep! it is a gentle thing, Beloved from pole to pole,

REMOVED from their context, these lines of Samuel Taylor Coleridge present but a bald statement of fact. Thus isolated, however, they best serve my present purpose, which is to bring together a number of other isolated facts about sleep which are not, perhaps, commonly known.

Sleep is indeed a "gentle thing." It is the supremest form of rest. Our notions of rest during sleep, however, are like to be a little upset when we come to survey the various postures assumed by different animals during sleep.

To begin with the human race. The majority of mankind, probably, sleep lying upon the right or left side of the body, and with the knees drawn up towards the chin. But certain African tribes, for example, lie upon the back, with the head—or rather, the back of the neck—resting on a bar of wood supported on two short pillars. The elephant apparently invariably, and the horse commonly, sleep standing. This is really astonishing. Apart from the apparent difficulty of maintaining the balance of the body during these long periods of unconsciousness, one would have supposed that a recumbent posture, in the case of both these animals, was imperative. Cattle and their kin commonly sleep lying down, and during many hours of the day they lie down, as when chewing the cud. More curious still, there are creatures which invariably sleep hanging head downwards, suspended by their hind-feet. The bats afford a case in point. Among the birds, we meet with the same strange habit in the little hanging parrots of India and the Malayan region. In this they differ from all other birds, which invariably sleep with the head turned tail-wards over the back and the beak thrust in among the feathers between the wing and the body—not *under* the wing, as is commonly believed. No explanation has ever been offered to account for this strange habit. It is followed even by the penguins, wherein the feathers are so short as to fail completely to cover even the beak. Owls are, perhaps, the only exception to the rule. And, by the way, the only other animals which thus turn the head backwards after this fashion during sleep are certain peculiar tortoises known as "side-necked tortoises." Certain birds sleep while resting only on one leg. This curious pose is well seen in long-legged birds like storks and gulls. Ducks generally sleep on open water. And to avoid drifting shorewards, and therefore into the danger zone, they keep constantly paddling with one foot, so that the body is always circling round the chosen sleeping-area. The sloths sleep suspended by their feet, and the head tucked in between the fore-legs. The no less remarkable African pottos, or slow-lemurs, assume a similar pose, but they attach themselves to a vertical, instead of a horizontal, bough, so that the body rests with the head upwards. No animal, save man, sleeps upon its back.

Some animals are said never to sleep — and this because the eyes are never closed. The hare, snakes, and fishes are commonly supposed to enjoy this unenviable distinction. The notion is, however, quite erroneous. Whales and their kin are often quoted as sleepless creatures. It is supposed that if they made this mistake they would promptly drown! As a rule, darkness induces sleep. With many animals, however, the reverse is the case—as with the bats and owls, for example. This reversal of the usual order has been brought about by the nature of the feeding habits.

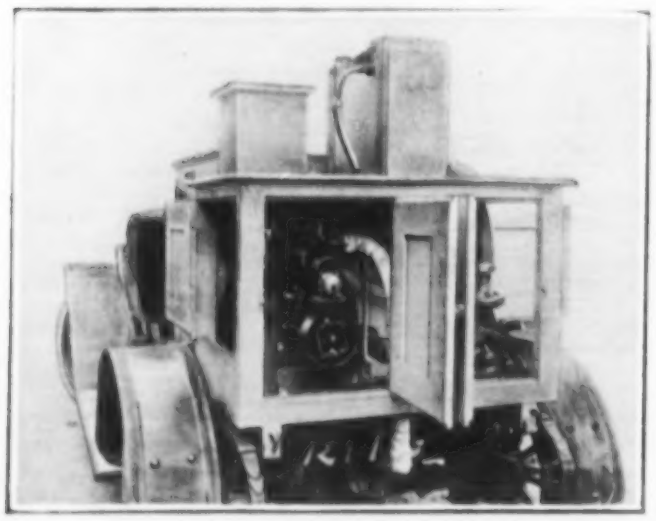
Finally, one comes to the question—Where does sleep begin? This is by no means easily answered. One is inclined to draw the line at the insects. But since all living things, plants as well as animals, display periodical states of quiescence, perhaps we shall be near the truth in regarding sleep as universal among living things. In the case of plants, it is enforced by darkness, save in the case of many bacteria and fungi, which, like evil deeds, grow under the cover of darkness.

W. P. PYCRAFT.

EMPLOYING THE BAT TO KILL THE MALARIA-CARRYING MOSQUITO: THE EXPERIMENTAL SHELTER FOR BATS SET UP ON THE EDGE OF THE STAGNANT WATER OF MITCHELL'S LAKE, AND ACCOMMODATING HALF A MILLION.

[Continued.]

creatures have a liking for the same localities. Making various tests, he came to the conclusion that the mosquito is the favourite food of the bat, and that each of the latter will account daily for some 500 of the former. So came the idea that bats should be encouraged in malarial districts, and a special experimental shelter was built on the edge of Mitchell's Lake, a large pool of stagnant water, ten miles from San Antonio. This shelter is of a form and size calculated not only to resist the wind, but, what is more important, to protect the bats from their natural enemies. At the end of four months, hundreds of bats had taken possession of it; and it was estimated that in 1912 it accommodated half-a-million of the creatures.



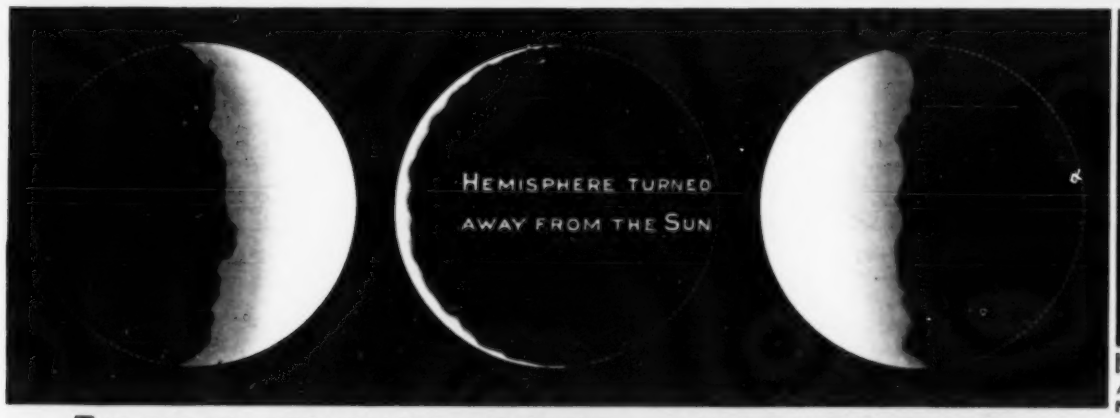
TRANSPORTING LIVE FISH: THE REAR MOTOR AND ROTARY PUMP OF THE SPECIAL MOTOR-CAR.

TRANSPORTING LIVE FISH FOR SALE: A SPECIAL MOTOR-CAR WITH TANK AND OTHER APPARATUS DESIGNED FOR THE TRADE IN QUESTION.

The photographs illustrate an interesting method of carrying fish alive from the shop to the customer's house; this, obviously, after the fish have been brought alive in a train from considerable distances. In the train the fish are carried in tanks, the water in which is dealt with as is that in the tank of the motor-car. This last-named tank holds 400 litres (88 gallons). Connected with it is a rotary-pump, worked by a small motor independent of the car's engine. It is the function of this piece of apparatus to create what may be called river conditions in the water of the tank, giving it the requisite oxygen and so on. A car of the description shown brought a cargo of 15,000 trouttets in winter time on a twelve-hours' journey to Paris. During short journeys, even in summer, it is not necessary to change the water.

COUSINS OF THE EARTH: PLANETS—THEIR SURFACES.—No. V. MERCURY.

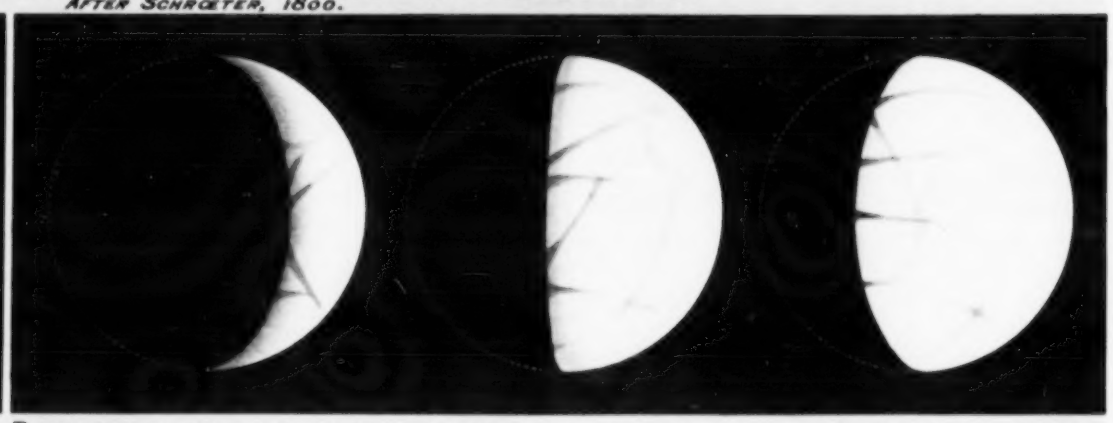
DRAWN BY SCRIVEN BOLTON, F.R.A.S.



THE RUGGED TERMINATOR INDICATES A MOUNTAINOUS SURFACE.
After Schroeter, 1800.

IN 1801 SCHROETER SAW A DARK EQUATORIAL BAND, NOT SINCE OBSERVED, HOWEVER.

SURFACE MARKINGS SEEN IN 1881.
After Denning.



PERMANENT LINES OR SUPPOSED GREAT FISSURES IN A SUN-BAKED SURFACE.
After Lowell, 1896.

THE MERCURIAL GLOBE, FROM PROF. LOWELL'S OBSERVATIONS. A COMPARISON OF ITS SIZE AND ITS APPARENT SURFACE-CRACKS TO CERTAIN TERRESTRIAL LANDS.

WHIRLED THROUGH SPACE A HUNDRED TIMES FASTER THAN A RIFLE-BULLET: A WORLD, ONE HEMISPHERE OF WHICH IS ROASTED, WHILE THE OTHER HAS A TEMPERATURE AT LEAST 150° BELOW ZERO.

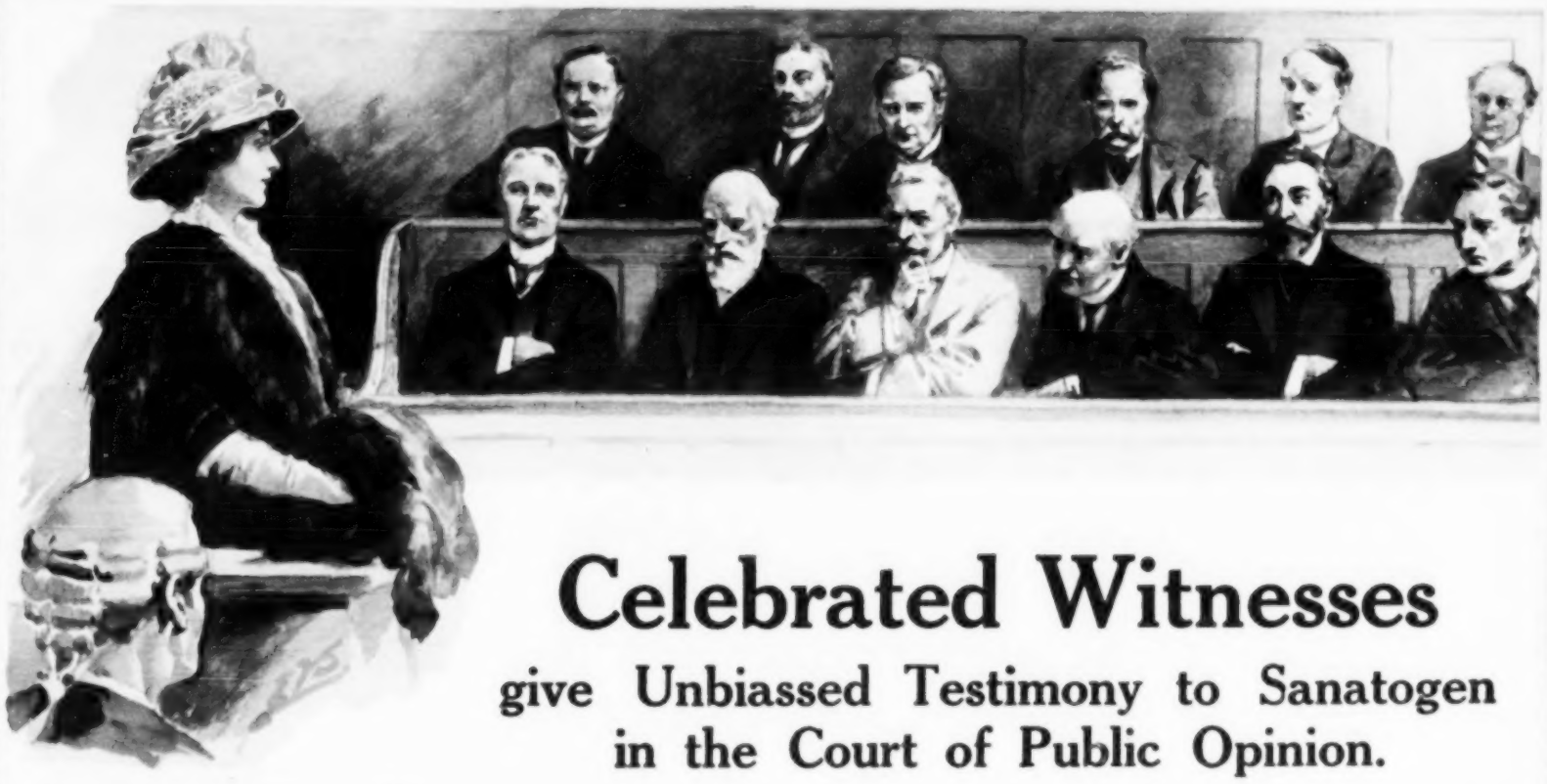
Describing this drawing, Mr. Scriven Bolton writes: "A world exposed to a solar heat nine times greater than our fiercest tropical sun; a globe which keeps, like Venus, one hemisphere turned perpetually sunwards; hence a planet that is terribly scorched on the sunward side and dark and cold in the unilluminated one. Such extremes of temperature are the more appalling because Mercury does not possess an appreciable atmosphere; thus the sunward side is positively baked by the terrific solar heat, which strikes the unshielded surface in a most relentless manner, as evidenced by those apparent surface-cracks or fissures depicted above. With little or no atmosphere in the night-side, temperature there is regarded as at least half that of inter-planetary space, or 150 degrees below zero. In Mercury we witness a world which, in the remote past, possessed an atmosphere similar to ours, but, being of smaller dimensions than the earth, its diminutive surface-attraction has proved too feeble to check a slow dissipation into space of an atmosphere of aqueous vapour." This series began in "The Illustrated London News" of October 4 last.

WIFE OF THE NEW GERMAN SOVEREIGN PRINCE: THE KAISER'S DAUGHTER.

PHOTOGRAPH BY E. BIEBER, COURT PHOTOGRAPHER, HAMBURG.

WEARING THE BRUNSWICK DIADEM: THE DUCHESS OF BRUNSWICK, WHOSE HUSBAND HAS JUST BECOME DUKE OF BRUNSWICK.

All the pother—chiefly newspaper—as to the setting upon the throne of Brunswick of Prince Ernest Augustus, son-in-law of the German Emperor, is happily at an end, and it was arranged that the new Sovereign Prince should enter Brunswick in state as Duke on November 3, accompanied, of course, by his Consort, the Kaiser's only daughter, who was born in September 1892, and married Prince Ernest Augustus, son of the Duke of Cumberland, on May 24 of this year. For close upon thirty years Brunswick has been governed by Regents, and the last Regent, Duke John Albrecht of Mecklenburg, left there on October 31. The patent of the new Duke contains the following passage: "On our Princely word we give the assurance that we will observe, maintain, and protect the Constitution of Brunswick and all its provisions. As a German Prince we shall always stand in unshakable loyalty towards the Empire and its august head, and in relation to our allies we shall always fulfil the obligations that are imposed upon us by the Constitution of the Empire and by the treaties of alliance upon which the Constitution is based." Brunswick spent some £1300 on decorations, and great crowds have shown their interest.



Celebrated Witnesses

give Unbiassed Testimony to Sanatogen in the Court of Public Opinion.

"SCEPTICAL as I was," writes Sir William Bull, M.P., "I am bound to say that Sanatogen performs what it promises to do. It has a wonderfully restorative effect."

This statement, and particularly the words underlined, explain why it is that so many distinguished people have come forward, of their own free will, to give public evidence on behalf of Sanatogen.

Doubtless, the majority of them were sceptical at first—as *you* may be sceptical now—as anybody may be about a preparation he has never tried.

But these distinguished people determined to give Sanatogen a fair trial, and very soon their scepticism changed to enthusiasm, as *yours* will when once you have tested Sanatogen.

Like thousands of others, you will realise that Sanatogen does really have a "wonderfully restorative effect," making you definitely healthier, stronger, and more vigorous.

Then you will understand why so many celebrated men and women felt it their duty to become "witnesses for Sanatogen in the court of public opinion." When *your* health has been restored by Sanatogen you also will be so grateful and enthusiastic for the preparation that you will want to write in similar terms.

"There is no better invigorator."

This feeling is typically expressed by Sir H. Hesketh Bell, K.C.M.G., Governor and Commander-in-Chief of the Leeward Islands. He writes: "I appreciate so deeply the benefits I have derived from Sanatogen that I feel compelled to send you this statement:—

"For a man doing hard mental work in an enervating climate, there is, according to my experience, *no better invigorator than Sanatogen*."

As a matter of fact, the latter statement is absolutely accurate. There *is* no better invigorator than Sanatogen! That has been definitely and officially settled by the medical profession itself. For the jury of the great International Medical Congress, held in London last August, gave their *highest possible award* to Sanatogen—and *only to Sanatogen*—selecting it from all other tonics and nutrients.

What it is and what it does.

Sanatogen is simply the purest, finest protein—perfectly "phosphorised" by a unique, patented process—and forming a special chemical compound which can only be obtained in the form of Sanatogen. Thus it is not only a safe and natural invigorator, but a true cell food, nourishing and invigorating, in a normal, physiological manner, all the fifteen billion cells of which the human body is composed. This explains why the effects of Sanatogen are *permanent*, and why it is prescribed by doctors in such a variety of conditions.

To give a few instances, Sanatogen is specially recommended for Convalescence, for Elderly People and Weakly Children, for Anæmic Persons, for Women before and after Confinement, for Nursing Mothers, and for all who suffer from Gastric Disorders and other digestive troubles. Above all, when the nervous system is run down through overwork, worry, or emotional shock—Sanatogen is of the highest possible benefit.

Whether your health is seriously impaired or only giving you slight anxiety, there is no doubt that a course of Sanatogen will do you a world of good.

Write to-day for a Free Sample and Booklet.

Why not start that course to-day? You can buy it at any Chemist's, from 1s. 9d. per tin. Just send a post-card, mentioning this paper, to A. Wulfing & Co., 12, Chenies Street, London, W.C. They will send you a Trial Sample of Sanatogen, free of charge, and also an interesting book called "Hints on Health."

THE GRAND PRIX
International Medical Congress
1913
has been awarded to
SANATOGEN
Only Grand Prix given in the Food Section

TYPICAL EVIDENCE BY CELEBRITIES.

THE BISHOP OF SOUTHAMPTON,

one of the most hard-working and popular clerics, writes:—

"*It gives me great pleasure to bear my testimony to the value of Sanatogen as an invigorating tonic and restorative. It is undoubtedly beneficial.*"

SIR CHARLES A. CAMERON, C.B., M.D.,

Medical Officer of Health and Public Analyst for Dublin, etc., writes:—

"*Sanatogen is an excellent nerve food of the highest nutritive value, containing a large amount of organic phosphorus in exactly the form in which it can be easily absorbed.*"

MR. HENRY ARTHUR JONES,

author of so many famous plays, writes:—

"*Sanatogen is a very valuable food and nerve tonic. I have several times taken a course of it when run down, and always with good results.*"

MADAME SARAH GRAND,

author of "The Heavenly Twins" and other famous novels, writes:—

"*I pin my faith to Sanatogen because it certainly restored me to health after the worst nervous break-down I ever had.*"

SIR FREDERICK MILNER,

who is 64 years' old and has led a most active life, says:—

"*Sir Frederick Milner was much run down when he took Sanatogen, and it certainly proved successful. It seems both to nourish and give strength.*"

ART NOTES.

ALTHOUGH the East End makes an odd setting for the aristocratic art of the East, Whitechapel's appreciation of Chinese art is probably more intelligent than the appreciation of army men who did the looting in Peking. In the excitement of the sorry triumphs of the arms of the Powers, even staff officers were possessed with the notion that gold was the one desirable thing: for a few hours Western civilisation forgot its manners and went mad with a barbaric zest for a shining metal. The Whitechapel collection imposes a much sedater standard of values, and the least learned visitor cannot but be impressed as much by Sir Hugh Lane's bronzes as by smaller objects in more precious metals. Indeed, Whitechapel probably has as good a chance as Bond Street of looking aright at Chinese art. Bond Street, after all, is very much inclined to take the looter's point of view: it is in a state of chronic absorption in the raw value of precious stones. Whereas its business is with diamonds and pearls, the East End worker's business is with work. Even the manufacturer of trash must have gleams of comprehension of the glory of labour at the sight, for instance, of the embroideries lent by Mrs. R. H. Benson. And what of the cardboard-box maker's sense of the fitness of her own work when she regards the old lacquer of the East? She will ask in vain what wages and what hours, were the Chinaman's; but she will surely feel, as surely as if Mr. Larkin told her so, that at some other time and place box-making was a worthy undertaking. Mr. Larkin goes to prison for disturbing the deplorable peace of Dublin slums; here, too, in Whitechapel there are conspirators — the dead hand of the Chinese craftsman smites the region of sweated home-workers.

SHOT BY THE KING IN NEPAL AND PRESENTED BY HIM TO THE NATURAL HISTORY MUSEUM: HIS MAJESTY'S FIRST TIGER.

This tiger was shot by the King during his visit to India for the Durbar in 1912, and is now in the Natural History Museum at South Kensington, to which his Majesty presented it.

Photograph by Record Press.

For several and weighty reasons, the Royal Academy decided to have no exhibition at Burlington House during the coming season. Whether or not they revoke that decision, the threat of breaking the long sequence of Winter Academies at a time when there is so widespread an interest in the Old Masters is significant. The immediate cause of the breach between Burlington House and the painting of the past is the lack of a secretary to undertake the labour of negotiating loans and the responsibilities of holding and showing a large gathering of canvases of great price. But while the lack of a secretary is a difficulty, it is known to be a difficulty not unwelcome to the Council. The Winter Academies serve as a vast advertisement to the Old Masters, and not only as an advertisement in the abstract to the superior excellence of the antique schools, but as a direct incentive to the buyer to spend his money away from the modern studios.

Every Winter Academy is followed by some transaction between owners and collectors, and these transactions are made all the more easy and all the more costly because of the free advertisement given to this or that picture by the Academy itself, and, through the Academy, by the critics. Burlington House becomes for the time being a mart and exchange which is not only of no profit to its members, but is, besides, of considerable disadvantage to them, since it actually diverts the patronage of their own patrons. On the other hand, a Winter Academy consisting entirely of works of

(Continued overleaf)

TO BE TRANSPLANTED FROM HALIFAX TO CROYDON! NORLAND HALL, A FINE OLD YORKSHIRE HOUSE DATING FROM 1672.

Norland Hall, one of the oldest buildings in Halifax, is being pulled down in order to be rebuilt as far as possible in its original form in Addington Park, Croydon. It was bought on behalf of its new owner by a London firm of antique-dealers. Local antiquaries at Halifax naturally regard its removal with the deepest regret, not unmixed, perhaps, with stronger feelings.—(*Photograph by Topical.*)

WILL THIS ALSO BE TRANSPLANTED? PITT HOUSE, HAMPSTEAD, ONCE THE HOME OF THE EARL OF CHATHAM, AND RECENTLY OFFERED FOR SALE.

Pitt House, on Hampstead Heath, became the home of the great statesman William Pitt, the elder, first Earl of Chatham, when he retired from office owing to ill-health. The news that it was to be offered for sale suggests a fear lest it should share the fate of Norland Hall, and be carried away brick by brick to be set up in some strange locality.

Photograph by L.N.A.

THE WORLD-FAMED
ANGELUS
GRAND & UPRIGHT PLAYER PIANOS
As Supplied to His Late Majesty King Edward VII.

When listening to a famous pianist playing some great composition you are impressed by three things:
HIS PERFECT COMMAND OF ALL THE RESOURCES OF THE INSTRUMENT; HIS SYMPATHETIC TOUCH; AND THE INDIVIDUALITY HE IS ABLE TO IMPART TO THE MUSIC.
Each of these gifts is yours when you possess an Angelus Player-Piano. They are achieved by the marvellous and unique patented Angelus Expression Devices:
THE MELODANT, which accentuates the Melody or Theme; THE PHRASING LEVER, which controls every variation of Tempo; THE ARTISTYLE, the simple but infallible guide to musical rendition, without which the greatest pianists agree that an artistic rendering is impossible.
The Angelus Player-Pianos comprise Grand and Upright Pianos of the most artistic character, and include the MARSHALL & ROSE, BRINSMEAD, WINKELMANN, SQUIRE, etc., etc.

THE SUPERB ENGLISH PIANO
Marshall & Rose
GRAND AND UPRIGHT
PIANOFORTES
FOR SPLENDOUR OF TONE & PERFECTLY RESPONSIVE TOUCH
ARE UNRIVALLED
THE PIANO WHICH INSPIRES
KINDLY CALL OR WRITE
FOR ILLUSTRATED
CATALOGUE
No 18

Sir Herbert Marshall & Sons Ltd
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THE EVER-POPULAR HOUSEHOLD REMEDY

which has now borne the stamp of Public approval for

OVER FORTY YEARS.

ENO'S 'FRUIT SALT'

PLEASANT TO TAKE, REFRESHING AND INVIGORATING.

A WAYSIDE CONSULTATION—THE DIAGNOSIS.

IT IS VERY BENEFICIAL IN ALL CASES OF

Biliousness, Sick Headache, Constipation, Errors in Diet—Eating or Drinking—Thirst, Giddiness, Rheumatic or Gouty Poison, Feverish Cold with High Temperature and Quick Pulse, and Feverish Conditions generally. **It can be safely used every day even by invalids and children. The best of all household remedies at all times.** Gentle and safe in its action, it does not cause griping or weakness. Always keep it in the house or in your travelling-bag, in readiness for emergencies.

Prepared only by

J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.

Sold by Chemists and Stores throughout the World.

Continued.

deceased modern painters too often brings discredit on the achievements of the Academical style.

It is, however, difficult to believe that if a secretary, and he a man of ideas, were installed at Burlington House, the lapsing of so historic a sequence of exhibitions would have been allowed. Even now, it is believed, the ingenuity of a noted layman may save the situation. It is evident that some sort of exhibition must be devised that will not be open to the objections inevitably raised to gatherings such as the Abbey Memorial Exhibition or the Alma-Tadema Memorial Exhibition, on the one hand, and a loan collection of Old Masters on the other. Now it happens that the Academy would tide over the period of doubt, at any rate, by the proper display of its own Diploma collections, strengthened by the presence of its own wonderful Leonardo cartoon, of its no less wonderful Michael Angelo (treasures lost in their present surroundings), and by a discreetly chosen group of landscapes by Sir Alfred East.

E. M.

According to original arrangements, the cross-country competition for the Michelin Prize closed on Oct. 15. Owing to one or two unfortunate smashes of the British machines, no attempts were made for this prize, and, under the circumstances, it has been decided to extend the date for this competition up to the end of November. The Number Two competition for the Michelin Prize closed on Oct. 31. Among the competitors were Mr. H. G. Hawker and the Grahame-White Aviation Company.

There is nothing in the literature of the nursery so serviceable as the rag-book, which is untearable, washable, and perfectly hygienic. Five years of experimenting preceded the first issue of a rag-book by Messrs. Dean, their inventors, eleven years ago, and this was printed in only one colour. The process, which is entirely British, has since been greatly improved, and now there are over seventy different rag-books, with pictures in various colours, and ranging in price from fourpence to six shillings. The artists who have illustrated them include such nursery favourites as John Hassall, Cecil Aldin, and several others; while the subjects comprise alphabets, nursery rhymes, animals, trains, and all that is dear to the hearts of the little ones. Dean's Rag-Books are exported largely to America, and are produced in French, German, Danish, Russian, Dutch, Swedish, and many other languages.

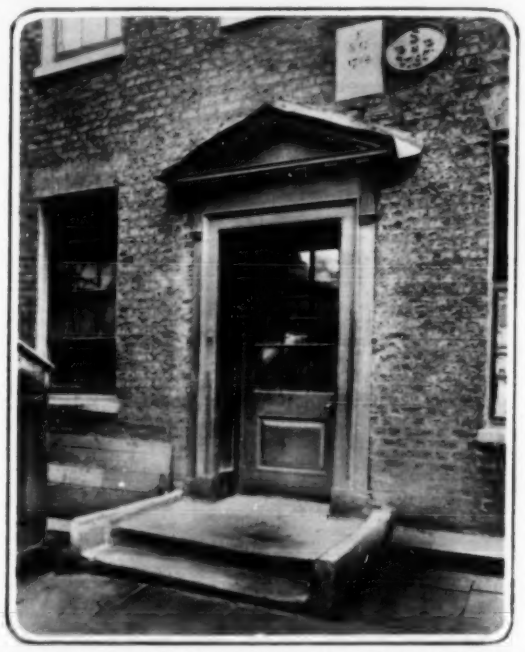
Those who have friends abroad know how welcome to them is any reminder of their native land. A pleasant souvenir of this kind would be a book such as "Reminiscences of the Old Country," by Miss Ruth Ruck. It would form a very acceptable Christmas present to those in exile, and now, of course, is the time to post gifts to distant parts of the earth. Miss Ruck's book, which has a number of illustrations, takes the reader to various beauty spots of Britain, especially the Cotswolds and the Badminton country, concerning which it contains much historical lore. It should also be of interest to the ecclesiastic and the antiquary.

Many people who have acquired a taste for collecting old furniture and curios, now so much in vogue, feel the need of a mentor who will impart the necessary knowledge in a form not too severe and technical. An attractive little book written with this object in view is "First Steps in Collecting," by Grace M. Vallois, author of "Antiques and Curios in Our Homes." The author deals with old English furniture, pottery, and glass, in a gossipy style. With the aid of literary quotations and historical anecdotes, she surrounds the inanimate objects of which she writes with an atmosphere of life, and calls up a picture of the past and of the people who made and used them. The book is illustrated with numerous photographs.

"A GEORGIAN FARMHOUSE WITHIN A MILE OF CHARING CROSS": THE OLD HOUSE BEHIND MESSRS. HEAL AND SON'S PREMISES IN TOTTENHAM COURT ROAD, AS IT MAY HAVE APPEARED IN THE SEVENTEENTH CENTURY.

Nobody would have looked for a farmhouse in Tottenham Court Road, yet one has actually survived there well into the twentieth century from the eighteenth. It has long formed part of the premises of Messrs. Heal and Son, the well-known furniture manufacturers, of 196-8, Tottenham Court Road; but they have regretfully found it necessary to demolish it in order to make space for an extension of their buildings. The house was acquired by Mr. John Harris Heal in 1840. The farm is mentioned in the "London Gazette" as early as 1693, as the scene of a cattle-maiming outrage, and was then known as Capper's Farm, after the family which long held it as tenants of the Dukes of Bedford. The house that survived so long appears to have been built by William Mace, a carpenter, who acquired the farm in 1776.

From an Illustration in "The Old Farmhouse in Tottenham Court Road," by Ambrose Heal.

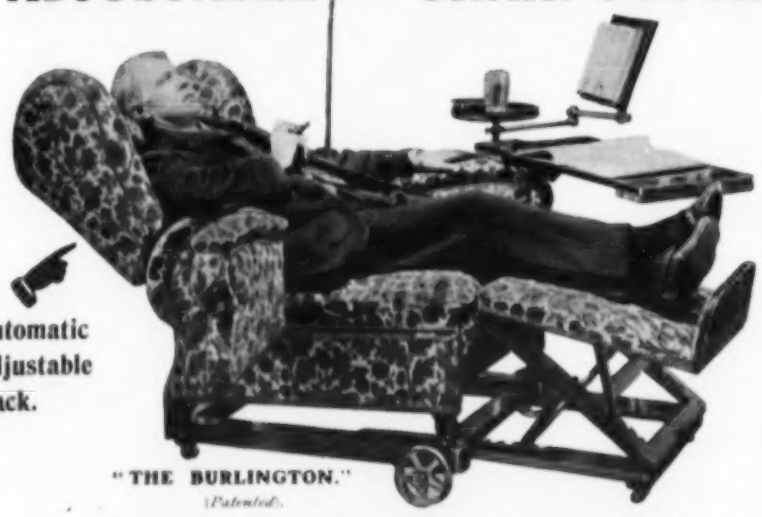


TO MAKE WAY FOR THE DEMANDS OF MODERN COMMERCE: THE DOOR OF THE OLD FARMHOUSE IN TOTTENHAM COURT ROAD, WHICH IT HAS BEEN FOUND NECESSARY TO DEMOLISH.

Photograph by Walsham.

FOOT'S

ADJUSTABLE CHAIR-COUCH.



"THE BURLINGTON."
(Patented).

Simply press a button and the back declines or automatically rises to any position desired by the occupant. Release the button and the back is locked.

The sides open outwards, affording easy access and exit.

The Leg Rest is adjustable to various inclinations, and can be used as a footstool. When not in use it slides under the seat.

The Front Table, Electric Light attachment, Reading Desk and Side Table are adjustable and removable.

The only chair that combines these conveniences, or is so easily adjusted.

The Upholstery is exceptionally soft and deep, with spring elastic edges, and supports the entire body in the highest degree of luxurious comfort.

Would not one of these chairs add considerably to the enjoyment of your relaxation and rest?

CATALOGUE C 7 OF ADJUSTABLE CHAIRS FREE.

171 NEW BOND STREET
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WRIGHT'S
COAL TAR SOAP

"IS SUITED TO THE MOST SENSITIVE SKINS AND IS

AN IDEAL SOAP FOR NURSERY USE"

MEDICAL PAPERS

PROTECTS FROM INFECTION

4D PER TABLET

WRIGHT'S COAL TAR SOAP

BUCHANAN'S
SCOTCH WHISKIES

David Copperfield and Mr. Micawber

"We walked to our house, as I suppose I must now call it, together; Mr. Micawber impressing the names of the streets, and the shapes of the houses upon me, as we went along, that I might find my way back easily, in the morning"

The great and increasing popularity of Buchanan's Whiskies at home and all over the world is evidence of the high standard of quality they have always maintained. The stocks of whisky maturing in bond held by them and their subsidiary companies are the largest in Scotland. Additions to these stocks are constantly being made, thus guaranteeing the superior excellence of their brands.

"RED SEAL"	"BLACK & WHITE"	"ROYAL HOUSEHOLD" (An Extra Special Blend of Choice Old Whiskies.)
48/- per doz.	54/- per doz.	60/- per doz.

JAMES BUCHANAN & CO., LTD., Scotch Whisky Distillers, 26, HOLBORN, LONDON.

NEW NOVELS.

"The Second-Class Passenger." The freshness of Mr. Perceval Gibbon's work is undiminished. He is forceful without being brutal, and he has great gifts of imagination. "The Second-Class Passenger" (Methuen) is a strong collection of stories. They are set, for the most part, in the dark places of the earth which are the habitations of cruelty; but their tragic essence is never entirely swallowed up in horror. "The Sense of Climax" tells the story of Truda Schottelius, a famous actress, who happens to be abroad in the streets of a Russian town when Jew-baiting, organised by the authorities for political purposes, is in progress. She picks up a baby, crying beside its murdered mother, and she remembers that she too is a Jewess. There is a massacre planned for the same evening, and the great Schottelius goes into the Jewish quarter and sacrifices herself that Europe may know, and intervene. This, it will be seen, is fine material, and there is much as good, if none better, in the book. We are delighted to meet Miss Gregory again, although we do not understand why the tale of the Portuguese ruffians and the hat-pin was not included in the volume of her recent adventures.

Photo. Sport and General.

"A QUIET SMOKE" AFTER A STRENUOUS GAME: THE PRINCE OF WALES LIGHTS A CIGARETTE AFTER PLAYING FOOTBALL AT OXFORD.

The Prince of Wales, like his father, evidently enjoys a cigarette. This photograph recalls a portrait of King George lighting a cigarette, which was published, as a presentation-plate in colour, with the Coronation Number of the "Sketch," under the title, "A Quiet Smoke."

"The Judgment House." Sir Gilbert Parker has launched an ambitious scheme in "The Judgment House" (Methuen). He places his readers in the position of spectators waiting on great events. European politics and the secret history of the Boer War are indicated. South African millionaires, mighty for woe or weal, are common objects of the landscape. We feel that we are going to see something tremendous—and we are still feeling it, after battlefields and sjamboks and spies unmasked and all the rest of the imposing machinery, when the curtain falls. The truth is that the scenery overshadows the characters, who are lost before such a superb back-cloth. Sir Gilbert's people do not convince us. They write interminable letters—in these days!—and leave them about with the carelessness of melodrama; they quote poetry; they are obvious alike in their heroism and their villainy. Krool, the half-caste, is absurdly unconvincing; and Rudyard Byng, the millionaire, the master of men, is a sad disappointment at close quarters. In spite of its colour, in spite of Park Lane and the relief of Ladysmith, "The Judgment House" is the least satisfactory of Sir Gilbert Parker's novels.

"The Old Time Before Them." The things that our fathers have told us, with a strong twang of Devon shrewdness and Devon wit—these are the subject matter of "The Old Time Before Them" (John Murray). Stories of life and love, of courtship and birth, of brave men and cowards, of deaths heroic and deaths ignominious, make up Mr. Eden Phillpotts' new volume. They are told at the "Plume of Feathers," in the Dartmoor vernacular. They are distinguished by their perception of human nature, and by that complete and sympathetic understanding of the English countryman that

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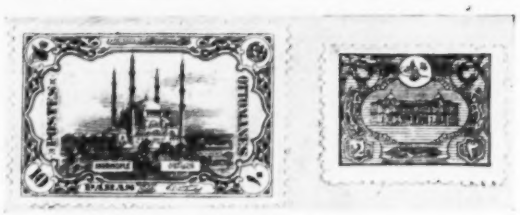

PHILATELIC NOVELTIES: A STAMP, COMMEMORATING THE RECAPTURE OF ADRIANOPLE, AND TURKEY'S FIRST PICTURE STAMP.

The new Turkish stamps, commemorating the recapture of Adrianople, compare favourably with that shown in the other illustration, Turkey's first effort at a picture design on stamps. The Adrianople stamps are in different colours, for 10, 20, and 40 paras respectively. The design, showing the Selim Mosque, is by Messrs. Bradbury, Wilkinson, and Co., of London. The stamps are to be withdrawn after a month. We reproduce the above specimen by courtesy of Messrs. Whitfield, King, and Co., philatelic publishers, of Ipswich.

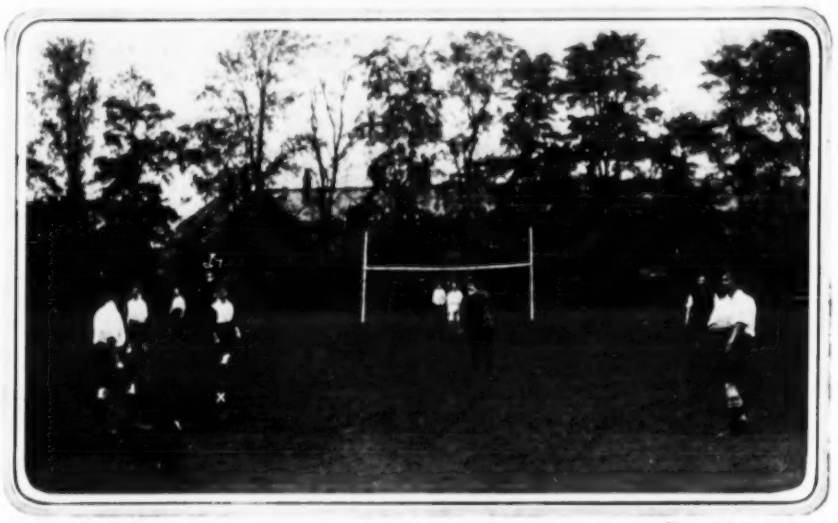

Photo. Sport and General.

THE ATHLETIC HEIR-APPARENT AT OXFORD: THE PRINCE OF WALES (X) PLAYING FOOTBALL FOR MAGDALEN COLLEGE.

The Prince of Wales is very keen on sport and games, and is taking all the opportunities afforded for enjoying them in the life of an Oxford undergraduate. Our photograph shows him (the fourth figure from the left) playing football recently for his college, Magdalen.

"A Messenger of Health"

Fry's

PURE BREAKFAST

Cocoa

4½D. per ¼-lb. Tin.

Compare with others at 7½D.

NO COUPONS. FULL VALUE IN THE COCOA.

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has placed Mr. Phillpotts in the front rank of our living novelists. The vivid quality of his work endures, and we commend "The Old Time Before Them" cordially to all those who are jealous for our contemporary place in literature. Even serious people, intent upon the problem of the land and the condition of the agricultural labourer, have something to learn from Mr. Phillpotts, who is at least as much the wise philosopher as the maker of fiction. These stories are not, strictly speaking, fiction: they are a mosaic of real life made up after the novelist's design.

"The Regent." The inimitable "card," Alderman Machin, better known to all of us as Denry, looked, like Alexander, for fresh fields to conquer. It was not ambition, but an irritation at the calm and secret invincibility of those excellent women, his wife and mother. He might be "the card" in Bursley, the great man, the successful citizen; but once across the marble doorstep of his Bleakridge residence, the impregnable combination of housewives maddened him with its tolerance of male absurdities, and its deep indifference to his triumphs. It spurred him to colossal extravagance; it thrust him headlong into colossal speculation. Edward Henry Machin was a genius, and where a lesser man would have been lost, he emerged unruffled. He found himself exploring the theatrical world of London; and it is the sporting history of his Metropolitan adventures that Mr. Arnold Bennett tells us in "The Regent" (Methuen). The flavour of the book is unmistakable, and it rolls delightfully on the palate. We are more than ever conscious of our good fortune in being born to a novel-reading age that can enjoy the first fine careless rapture of a new Arnold Bennett.

"The Soul of a Suffragette." Mr. W. L. Courtney, in his rôle of storyteller, has, as his readers know, the gentle touch of the skilled observer. Two at least of the stories in "The Soul of a Suffragette" (Chapman and Hall) are studies of types that less broad-minded persons are in the habit of criticising with a stupid acrimony or an equally stupid contempt. The Suffragette is very carefully handled. She was caught red-handed in the act of throwing a bomb through the window of the Prime Minister's house. A dangerous person—a rabid female whom angry males, exasperated by her aggression, would treat with the utmost severity. Not so Mr. Courtney, who probes through the outer defiance, and finds something shrinking, sensitive, and piteously terrified at her self-inflicted martyrdom. The story of the Vicar of Oakhampstead is another example of the insight of sympathy. The Rev. Herbert Binstone was a poor specimen of a country clergyman. He was indifferent to his work, lethargic, hopeless. He had been jobbed into a family living, and he had lost faith in himself. His shortcomings were probably served up, a standing dish, at the tables of the loquacious critics of the Establishment. Mr. Courtney observes his tragedy, and the flicker of self-sacrifice in his last earthly action. His story sets one thinking.

Photo. C. N.

THE KING'S THIRD SON AS PLAYER OF THE FIELD GAME AT ETON: PRINCE HENRY (CENTRE) DURING A GAME.

"Richard Furlong." This is the second of three books, of which "The Antagonists" was the first; by which it is plain that Mr. Temple Thurston has no intention of being behind the present literary fashion. We are clearly expected to follow Richard Furlong's career exhaustively from the cradle to the grave. In the new book he has arrived in London and trodden the first thorny steps of his artistic career, and married a wife; and, without professing to possess the gift of prophecy, we are pretty safe in suggesting that he has married his first wife, and that there is another to follow. Richard is an engaging fellow; but the story of the years in "Richard Furlong" (Chapman and Hall) is drawn rather fine. It would have made an excellent four-part story, and in the condensed version we fancy a certain false sentiment, and a tendency towards over-sweetening the mixture, would have been less apparent. Still, the pictures of life over the oil-shop and life in the landscape-factory at Greenwich are well conceived and carried out; and we are left looking for the final volume in a state of pleasant expectation.

Photo C. N

PRINCE HENRY (×) IN A HOUSE FIELD GAME TEAM AT ETON: THE BOYS LEAVING THE GROUND AFTER THE GAME.

Prince Henry, the King's third son, who recently went to Eton, has taken keenly to the "field game." Our photographs illustrate an inter-house match that took place lately, in which Prince Henry was playing for his house, Mr. Lubbock's. In the lower photograph the Prince is the fifth figure from the right; in the upper he is in the centre.

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A little incident that happened this week speaks for the fidelity of the reproduction—it was in St. John's Wood. A musical enthusiast walking along was arrested by the sound of—yes, there could be no mistaking that voice—that rich tone and grand production, that 'colour' could only belong to the voice of McCormack! Standing outside the typical villa of Artist-Land, the listener remembered that the Irish tenor lives in St. John's Wood—could this be his house? What a lovely orchestral accompaniment to the inspired singing of "Ah, Moon of my Delight"—but surely there wouldn't be a full orchestra here—it must be—it *is*, a record

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LADIES' PAGE.

AIGRETTE or no aigrette, that is the question. Apropos of this subject, it was interesting to read that, on the arrival of a great liner at New York, over £3000 worth of feathers had been seized, that some of these were taken from the head-gear of operatic singers, whose hard work went to purchase them; that Mrs. Vanderbilt, a sister-in-law of the Duchess of Marlborough, had surrendered hers with mild protest, and that Lady Cheylesmore, returning to her native land of Liberty, her hat decked with the tail-feathers of a golden pheasant which had furnished a portion of a family meal, refused absolutely to deliver up the same under the new Tariff laws. The plumage, insisted the officials, was that of a game bird, therefore forfeit. It was not that of a game bird, said Lady Cheylesmore, but of a domestic fowl. Her ladyship wore her pheasant-feathers triumphantly ashore. The pheasant is, according to our friend the dictionary, a gallinaceous that is, pertaining to domestic fowls—bird, highly esteemed for the beauty of its plumage and the delicacy of its flesh. Think of our Chancellor of the Exchequer calling it game, and saying it fed on such a coarse root as mangel-wurzel!

There are now two Mistresses of the Robes in the field—their Graces of Devonshire and of Portland. The former entered on her office at the Accession of King George, as the Chief Lady of the Household of his Consort. Her Grace had never before held a Court appointment: her husband succeeded to the Dukedom little more than two years before the King succeeded to the Throne. Consequently, her rank, suitable to the position of Mistress of the Robes, had not been hers long before the appointment was made. The Duchess of Portland had acted as Deputy Mistress of the Robes to Queen Alexandra in the absence, through illness, of the late Duchess of Buccleuch. The Marchioness of Lansdowne, her late Grace's sister, had also acted as her deputy. Her Grace of Portland had helped to hold the golden canopy over Queen Alexandra and over Queen Mary at their Coronations, and is a *persona grata* with both their Majesties. The office is without emolument or honour to its holder, who fulfils it in the spirit of loyal affection which Queen Alexandra knows so well how to inspire.

The wedding of the daughter of the President of the United States is to take place from the White House on Nov. 25. It is to be a much less elaborate function than that of Miss Roosevelt—Princess Alice, as she was called—to Congressman Longworth. There are, however, between seven and eight hundred invitations issued for the ceremony. The bride's sister next in age is to be her bridesmaid-of-honour, and a younger sister will also be in the bridal procession. All that we are permitted to know, at present, is that these young ladies will be clad in American Beauty pink chiffon and satin. American Beauty, it may be explained, is a rose of exquisite shape, colour, and perfume, which is considered in the States a suitable offering from a man to his best girl—a wealthy suitor, it may be inferred from the price of the rose in question: about half-a-crown a bloom at its very cheapest! Miss Wilson is busy with the preparation for her wedding, and also with the "fixings" of her new home.

AN AUTUMNAL COSTUME.

A velvet coat and skirt with skunk edging, vest of brocaded silk and white silk collar braided black, a hat of black velours and skunk, with white plume.

If women cannot have the vote, they can, and apparently they will, have the next most cherished privilege of mankind—the right to wear the tall hat! At the races at Auteuil, the most novel head-gear for our sex were hats exactly resembling the topper—the emblem of British prosperity and high respectability. We, however, are always prepared to go one better than mere males, so an ostrich-feather, or a feather of some tall and upstanding type, was trained, as it were, up the side of the "tile" overtopping it by a few inches. The hair was dressed high, and the hat over it added so much to the appearance of the stature of these ladies that the little men at the races sank into the insignificance that the militant Suffragettes believe to be the real status of the sex.

Messrs. Allen and Hanburys, Ltd., of 37, Lombard Street, E.C., are the manufacturers of a pastille unexcelled for the promptness and efficiency with which it brings relief to sufferers from sore throat and similar afflictions so prevalent at this time of year. The "Allenburys" glycerine and blackcurrant pastilles are carefully prepared from the purest glycerine and fresh blackcurrant juice. They are entirely free from drugs and quite harmless, which enables the aged or others with troublesome digestive organs to take them freely. They are delicious to the taste, and children like the "Allenburys" glycerine and blackcurrant pastilles, which can be obtained at any chemist's.

Children are imaginative, and love fanciful stories, and especially so in easy rhyme, as all mothers know. A charming little book for the tinies, just the thing to put in the Christmas stocking or give as a birthday present, is "Nip and Flip," by Jack Goring, published by C. W. Daniel. In facile verse it tells of an excursion to "The Land of Make-Believe"—"That beautiful, wonderful place, where everything filled them with joy and surprise, From the trees that grew toffee, and tops, and mince-pies, To the clock that could wash its own face." The little book is delightfully illustrated by Caterina Patricchio.

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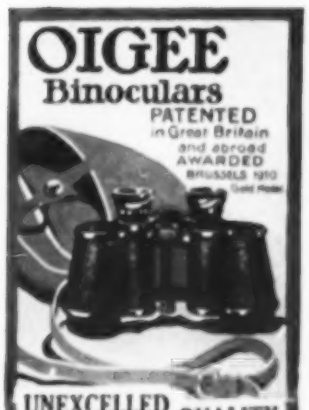

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THE ART OF EDGAR CHAHINE.

(See Illustration.)

NEARLY twenty years ago, Edgar Chahine arrived in Paris by way of Venice. He was an etcher when he came, and remained an etcher, but with a difference. Paris and the streets of Paris took hold of him; he became a "pavement-artist," though not after the Londoner's fashion. Like Steinlen, another stranger, he grew to be the devoted observer of the crowd, and of the crowd's offshoots.

An Armenian by birth, Edgar Chahine was all the readier, as an alien new-comer, for the crowd—that is to say, he was all the readier to stand a little on one side and to watch it pass. In Venice he had learned to admire Tiepolo and the speed of touch in the Venetian's etched work, so that when he found, after repeated trials, that oil-painting was too slow and laborious a method of recording the thousand-and-one interests of the pavement, he bethought himself of the instantaneous response of the needle, and of its easy frequency. To paint two or three pictures for each Salon is to do something unbefitting the genius of the multitude and to neglect the daily inspiration of the unresting town. For the serious painter's dozen canvases, the serious etcher can cover a hundred or more plates. Something beyond the suggestion of a medium was brought to M. Chahine from Venice and its masters. In becoming, so to speak, a pavement-artist he never relinquished a sense of a style that is more apt to flourish among gondolas and campanili than in the wear-and-tear of a vast and hard-featured capital. M. Chahine went in among the people; he drew beggars and workers, the chimneys of Montmartre and the quays of the Seine. One hears the cracking of whips, the wheels rattling over cobbles; one feels the east wind and the prick of poverty as one stoops over his delicate prints. But he never lost a feeling, and a very considerable talent, for elegance; he has never condescended to the grossness of his contemporary, Forain, the cynical squalor of Toulouse-Lautrec, or to Steinlen's broadcast sympathy with the "awkward squad" and with the meaner manifestations of misfortune. On the other hand, Chahine has never descended to the less worthy pretences of lightness of heart so often made in the city of sham gaiety by the black-and-white artists of his day. He depicts the huddled forms of old applewomen, but without making any considerable pause upon the pathos of age and infirmity; and he depicts lovely and charming women without oppressing us with the feeling that he has given himself over, hand and soul, to a frivolous but profitable professionalism in beauty. And yet M. Chahine does more and more admit the Parisienne to his copper-plate gallery. She has ousted the applewoman! Every year M. Chahine's mastery has developed along certain very charming lines; he has capitulated, not to the merely professional view of the pictorial uses of prettiness, but to the force of fascinating circumstance. M. Chahine and the Parisienne have discovered simultaneously that they were made for one another. And it happens that the frocks of the present fashion are worthy a master's needle.

Photo. Stephen Cribb.

A PORTSMOUTH STREET LOOKING LIKE PART OF THE HARBOUR: A CURIOUS EFFECT OF THE RECENT FLOODS.

The recent floods at Portsmouth, as our photograph shows, turned some of the streets into canals, the water being on the same level as that in the harbour. This curious effect is well brought out in the photograph, where it seems as though the smaller vessels in the background might sail up the street.

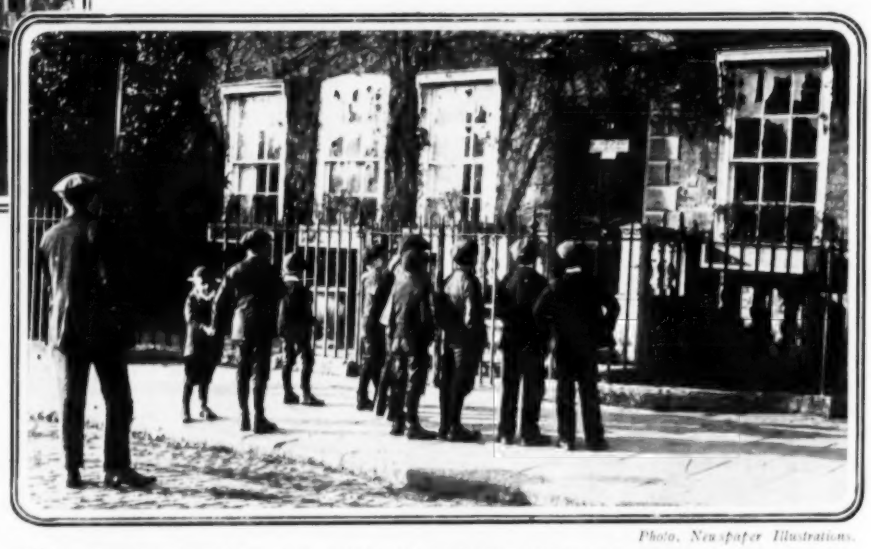

Photo. Newspaper Illustrations.

EFFECTS OF THE INSURANCE ACT RIOTS AT WISBECH AFTER THE DEATH OF DR. DIMOCK: THE HOUSE OF DR. H. C. MEACOCK, WHERE FORTY PANES OF GLASS WERE BROKEN.

Extraordinary feeling was aroused in Wisbech by the death of Dr. Horace Dimock, the special insurance panel doctor who was found dead in bed after proceedings for criminal libel had been taken against him. His funeral at Stratham, near Ely, on October 31, was attended by some 200 sympathisers among the insured from Wisbech. After their return large crowds gathered in Wisbech and attacked the houses of Dr. H. C. Meacock (chairman of the local branch of the British Medical Association) and Dr. C. H. Gunson, breaking windows at each. Dr. Meacock's front door was also badly damaged. Shortly after midnight the Mayor read the Riot Act, and the police charged with batons. Further disturbances took place on November 1, and the police guarded Dr. Meacock's house.

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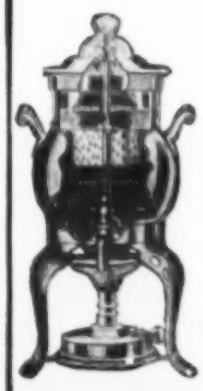

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LITERATURE.

The Dust of the Earth. To "the man in the street" probably, there is nothing more typically lifeless, more certainly dead, than dust. Yet nothing is more certain than that the dust of the earth is laden with life. Through ignorance of this fact millions of our fellow-men have gone to an untimely grave; and to millions more what remained to them of life after even a relatively trivial accident was little else than a miserable existence. The causes of the failure to realise these appalling facts need not be analysed here. Suffice it to say that not half a century has yet elapsed since the fountain of this misery was disclosed. One cannot but feel a glow of pride in the reflection that that disclosure was made by one of our own countrymen, Joseph Lister, better known to-day as Lord Lister, as in the title of the biography recently published, "Lord Lister: His Life and Work," by G. T. Wrench, M.D. (Fisher Unwin). Throughout the ends of the earth men breathe Lister's name with thanksgiving. For he robbed Death of his terrors, and set limits to the power of Pain. Strange as it may seem to us, this tremendous achievement was accomplished in the teeth of opposition. The medical men of his day looked askance at his work, when they did not directly oppose it, and this, too, when they should have welcomed, with open arms, any suggestion which would in any way lessen the awful mortality apparently inseparable from the hospitals of the time. Over the doorway of such institutions might well have been written: "All hope abandon, ye who enter here." Well indeed were they described as "houses of death" by one of the distinguished surgeons of the time. To consent to an operation was as good as signing one's own death-warrant: for hospital gangrene, with all its attendant horrors, was an almost inevitable result. To study the cause and to abolish this state of affairs was the task which Lister set himself to accomplish. How he achieved this herculean task, and this in the face of hostile criticism, is told, and in a masterly fashion, by his biographer. Dr. Wrench has other qualifications to, his task than the mere fact that he is a medical man. He shows himself to be a fine judge of character and a master of his native tongue, for he has told his story with a rare felicity and sympathy. That Lister was a man of high courage and strong convictions was shown on one memorable occasion when he decided to make an experiment on Queen Victoria, who was suffering from a painful abscess under the arm. Sir William Jenner, who had the case in hand, feeling anxious, called in Lister, whose fame was growing. The young surgeon operated, using his carbolic spray. The operation was successful, and a piece of carbolic lint was placed in the wound for drainage. This, however, failed to effect its purpose. Lister, much worried, as was his wont on such occasions, took a long walk to help him to decide on a plan of action. During his cogitations it occurred to him that a piece of indiarubber tubing might effect his purpose. He did not hesitate to make his illustrious patient the subject of this first experiment. He returned from his walk, cut a piece of tubing from the spray apparatus, and soaked it all night in carbolic. In the morning he made use of it, and at the next dressing, to his inexpressible joy, found that all was going as well as he had hoped. From thenceforth rubber drainage-tubes were adopted as a part of his practice. There are some books which we should like to insist on being read by every man and woman of mature years in the kingdom. This book is one of them.

"Aviation." It is matter for regret that there are so few really good works on aerial navigation produced by British writers. Our authors in this department seem to lack the lucidity of the French and the scientific thoroughness of the Germans. Mr. Algernon E. Berriman, by his new book, "Aviation" (Methuen), will do much to improve matters, but, candidly, it may be said that we expected better results from him. Possibly the fault lies primarily in the fact that he has taken too general a title, and thus has tried to compress too much into a single volume. So wide is the subject of aviation to-day that it requires a considerable amount of sub-division for adequate treatment of the really important points. Almost every writer falls into the error of giving a hotch-potch of legend and history, a more or less clear explanation of principles and theories, and descriptions of the numerous machines and engines. The historical part leads to much wearisome repetition, especially if each writer makes it a point of honour to lead off with Icarus. Allowing for the drawback of endeavouring to cover the whole subject in one volume, Mr. Berriman can be credited with having written the best book on aviation yet produced by an English author. Part I. of the book shows him at his best when he deals with such matters as: What an Aeroplane Is, The Instructiveness of Paper Models, Some Constructional Features of the Modern Aeroplane, Equilibrium in the Air, Lateral Balance, Steering, Longitudinal Stability, Principles of Propulsion, Resistance of Wings and Body, and the Cambered Wing. There is also an invaluable but all too short chapter on accidents. Here we have the real interest of the theme concentrated, and here it is that the reader is anxious to get the views of men who can speak with authority. In so far as he goes, Mr. Berriman has done splendidly on all the topics enumerated, but as he devotes two-thirds of his book to other matters of less importance, it is clear that he could not fully develop those themes in which he might be really instructive and original. We have more than enough aeronautical works of a historical nature, and when an expensive and slowly produced book deals with records as well it is in danger of getting out of date very soon. The author also wastes valuable space with appendices on the Royal Flying Corps Regulations, and with long abstracts from the official reports of the unsatisfactory military trials of 1913. To the vastly more important subject of the aeroplane engine only five pages are devoted. As another instance of unequal treatment, we have in this book on aviation a chapter on balloons, but no reference to dirigibles. Let it be made clear that the faults referred to lie merely in the planning of the book. The subject-matter of the work is so good and so readable that it justifies us in asserting that it is the best volume on aviation yet produced in this country. We feel that Mr. Berriman has the ability to give us a standard work. This should severely compress the historical, and deal fully and lucidly with the principles of aviation, and at the same time outline for us the future possibilities. The aviator prefers looking ahead. There is prospect of a glorious future.

Mr. W. T. Stead. We do not know any more remarkable testimony to the power of personality than Miss Estelle W. Stead's "My Father" (Heinemann). It is not a "Life" of the late Mr. William T. Stead in the usual sense. Miss Stead tells us so, in words that point to a fuller biography in contemplation. Of his activities in social reform, for the promotion of peace, to create an adequate Navy, to promulgate a responsible Imperialism, and a host more, she is content, she says, to show only the beginnings, leaving it to others, perhaps, but at any rate until later, to trace their developments and results. Hers are, as the sub-title of her volume runs, "Personal and Spiritual Reminiscences." Miss Stead does not minimise these other interests, of which, indeed, she has much to tell that is highly entertaining, as, for instance, in her chapter on Mr. Rhodes; but she appears to imply that her father's interest in Spiritualism transcends all the rest. And in that, for a revelation of the man, she is probably right. Mr. Stead's instincts as a journalist and the intense egotism of his nature indulged themselves in copious autobiography, but it is doubtful if it was ever generally realised how long and how largely he was governed by his leanings to the Occult. His daughter, who evidently shares his ardent researches therein, tells here with many details the story of Julia's Bureau, formally opened in 1909, nearly twenty years after the death of Miss Julia Ames. But during all those twenty years Stead believed himself to be in communication with her, and for quite ten years before that he was studying Borderland phenomena and encouraging the influence upon his mind and actions of Spiritual forces. The impression, in fact, is left on us by this specialised biography that it reveals the driving-force in which we must seek explanation for the contradictions of this strenuous character and career. And since that force was a belief which few can share and many will deride, the grip upon our interest of a volume almost entirely concerned with it makes it a remarkable testimony to Stead's personality.

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WILLS AND BEQUESTS.

THE will and codicils of MR. THOMAS DONNE, of Castle Hill Park, Ealing, who died on Sept. 20, have been proved, and the value of the estate sworn at £172,860. The testator gives £7500 to his son Tom Edwards, and property in Herts in trust for him and his issue; £25,200 to his daughter Laura Alice; £24,000 in trust for his daughter Kate Davies; £25,000 in trust for his wife during life or widowhood, then to his daughter Laura Alice for her life, with remainder to his son; £1000 to William George Rice; £3000 to Madeline Donne; £2000 to Viola Irene Donne; £1000 to Minnie Bosworth; £500 each to Emma Pymble and Adrian B. Jones; and the residue to his son.

The will of MR. LEVI LAPPER MORSE, at one time M.P. for South Wilts, of The Croft, Swindon, who died on April 10, has been proved, the value of the property being £124,095. The testator gives £600, the use and enjoyment of his residence, and £2000 a year to his wife; £1000 in trust for Tom Pinnock and his children; £500 in trust for his sister-in-law Agnes Alice Godfrey; £100 to the Victoria Hospital, Swindon; annuities to William Davis and his wife, and to Mary Anne Greenaway; and during the life of his wife the income from the remainder of the property to his children. On her decease The Croft and £5000 goes to his son William Ewart; £1000 each to his sisters Amy Edna Riddick and Agnes Hannah Payne; £500 to his brother Ebenezer; £500 each to his brothers and sisters-in-law; and the residue to his children.

The will and codicil of MR. HARRY GABRIEL PÉLISSIER, of Elm House, Church End, Finchley, chief of "The Follies," who died on Sept. 25, are proved by Frederic Stephen Pélissier, brother, and the Hon. Charles Russell, the value of the property being £13,098. The testator confirms his marriage settlement and gives to his wife all articles of household, personal and domestic use; and the executors may apply a sum not exceeding £100 per annum for the support and benefit of his son. The residue of the property is to be held in trust for his wife for life, and then as she may appoint to his son.

Photo. Illus. Bureau.

THE VICEREGAL SALUTATION: LORD GLADSTONE MOTORING TO THE FAMOUS ZIMBABWE RUINS IN SOUTHERN RHODESIA.

During his recent tour through Rhodesia, Lord Gladstone, the Governor-General of South Africa, visited the famous Zimbabwe ruins, seventeen miles from Victoria. Mystery surrounds the origin of these ruins, among which are walls 35 feet high and 16 feet thick. They were found by Adam Renders in 1868. Lord Gladstone gave audience to several native chiefs during his tour, including old King Khama.

Photo. Illus. Bureau.

DIVIDED ATTENTION, BETWEEN THE CAR AND THE CAMERA: RHODESIAN NATIVES WATCHING LORD GLADSTONE'S AIDES-DE-CAMP START FOR THE ZIMBABWE RUINS.

Some of the native children are evidently more interested in having their photographs taken than in the representatives of the South African Government, for they are seated with backs to the car and eyes fixed on the camera.

The will (dated May 5, 1911) of SIR HENRY WHITTAKER TRICKETT, of Gaghills House, Waterfoot, and Merlewood, St. Anne's-on-the-Sea, Lancs., who died on Aug. 3, is proved, the value of the property amounting to £120,907. The testator gives £1000 to his sister Emily Taylor; £1000 to his half-brother Frederick Hargreaves Trickett; £100 each to the executors; £200 to his godson George Henry Garnham; £500 to the Waterfoot District Sick Nursing Society; £200 to the Bethel Baptist Lecture Hall; a sum producing £10 a year for an "Old Folks Treat" on Christmas morning in connection with the Bethel Baptist Chapel; £100 to his old servant Mary Heys; £100 to his friend James Walmesley; and the residue to his wife for life and then for his children.

The will (dated Aug. 15, 1912) of the REV. LORD MONCREIFF, of Tulliebole, Kinross-shire, and Tanworth-in-Arden, Warwick, who died on May 14, is proved by his widow and Wollaston John Burman, the value of the property being £4830. He gives his books, guns, and plate awarded or presented as prizes or trophies to his son, now Baron Moncreiff; and the residue to his wife.

The will of MR. WILLIAM HENRY SUTCLIFFE, of Brearley House, Luddenham Foot, Halifax, and Mayroyd, Hebden Bridge, solicitor, who died on Feb. 8, is proved by his brothers John Thomas Sutcliffe and James Sutcliffe-Thomas, the value of the estate being £152,228. The testator gives £5000 each to his said brothers; the use of the household effects and £800 per annum during widowhood to his wife; and the residue in trust for his children, but should he leave no issue, then to his said brothers.

The will and codicil of CAPTAIN HENRY SOAMES, late R.A., of Laverstock, Salisbury, who died on Aug. 20, is proved by his brother William Aldwin Soames, the value of the property being £108,167. The testator gives the household effects, £300, and his interest in 403 and 404, Strand, to his wife, and the residue in trust for her for life, and then for his children, or on failure of these trusts to his said brother.

"The Last Word in Safety Razors."

A

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Factory—SHEFFIELD.

THE LANCET "ADMITS OF THAT SATISFACTORY DIAGONAL SWEEPING STROKE ACROSS THE FACE WHICH LEAVES A PERFECTLY SMOOTH SURFACE . . . IT SHAVES, AND DOES NOT IN THE LEAST DEGREE SCRAPE. THE KEEN EDGES LAST A LONG TIME."

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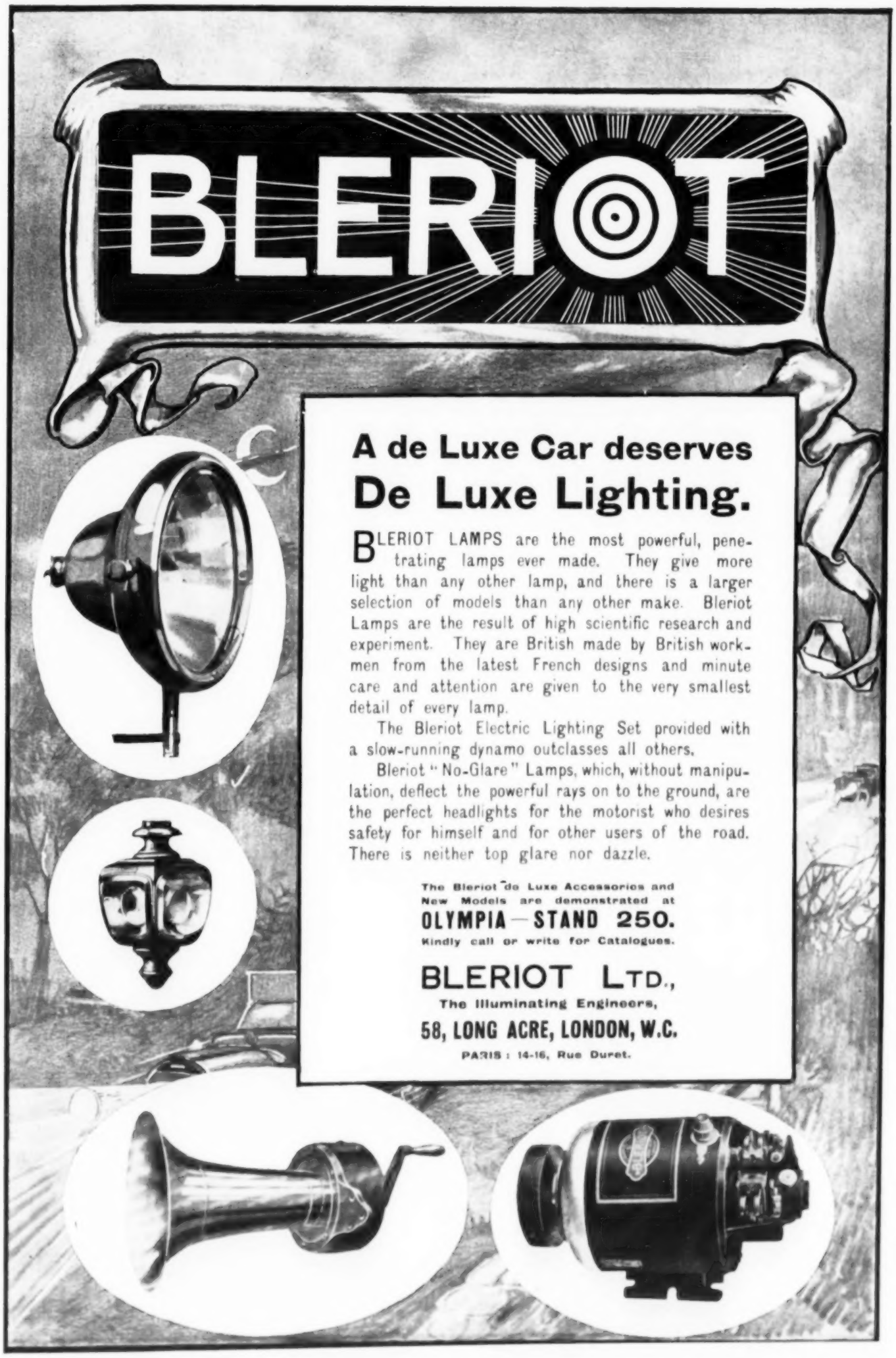
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De Luxe Lighting.
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Bleriot "No-Glare" Lamps, which, without manipulation, deflect the powerful rays on to the ground, are the perfect headlights for the motorist who desires safety for himself and for other users of the road. There is neither top glare nor dazzle.
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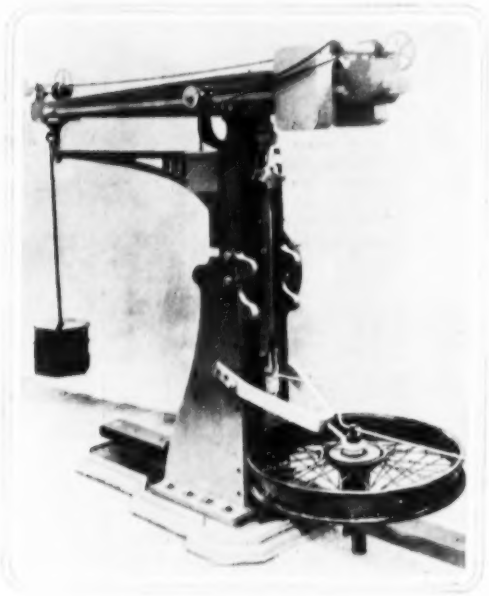
PARIS: 14-16, Rue Duret.

THE CHRONICLE OF THE CAR.

More Olympian Exhibits. While there are several topics of interest, outside altogether of those connected with the Motor Show, upon which I should have liked to say something this week, I feel that for once I shall do best to confine myself to a brief consideration of some more of the things to be seen at Olympia, which the limitations of space have crowded out of our Motor Show Supplement.

Bedford-Buicks. Messrs. General Motors (Europe), Ltd., exhibit the well-known Bedford cars, the chassis of which is the American Buick, fitted with

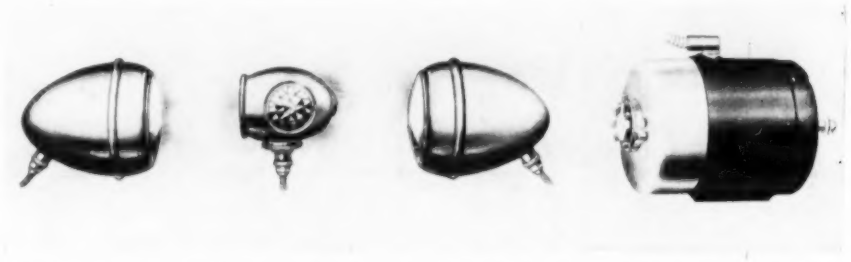


A WHEEL ON THE RACK AND NOT BROKEN: TESTING RUDGE-WHITWORTH WIRE WHEELS ON THE DENNISON TESTING-MACHINE.

body-work constructed at the company's extensive works at Willesden. For 1914 they are listing four models, all on the 15-18-h.p. chassis. These are a two-seater, selling at £285; two models known respectively as the torpedo and the streamline, the selling price of which is £295; and a cabriolet, listed at £365. In addition to the above, there are an 18-22 torpedo at £350, and a similar-powered, inside-drive cabriolet which sells at £400. The 15-18-h.p. type can be supplied complete to the Buick specification at £225 for the two-seater, and £245 as a five-seater. At the prices at which these cars are quoted, they are certainly excellent value for the money.

Bleriots—Electric and Acetylene. The new models of the celebrated Blériot lamps are fully up to the high reputation of this firm for taste, utility, and quality. They include new models of acetylene head-lamps with spheric mirrors and a new system of fastening. There are also new electric head-lamps of large size, the reflectors being finished in solid silver on copper, and there are some very neat models of electric side-lamps. The "Blérioxo" is an extraordinarily powerful illuminant on the same principle as the well-known Blériot oxygen and petrol system. It is lighted from the dash by merely pressing a button, and the price is extremely moderate. All users of acetylene head-lamps will welcome the new "K" type generators, which are of vertical pattern, with a movable basket automatically separating the lime from the carbide, keeping dry the unused carbide. It is fitted with the new Blériot patented arrangement of water-distribution by a chain, which gives an extremely regular distribution of the water. Messrs. Blériot are also showing a new model of the well-known Blériot mechanical Klaxon horn, which is lighter and stronger than the old pattern. They were the first firm to introduce car-lighting by dynamo, and they are now offering a new small model for voiturettes and light cars. It is of the slow-running type, with an output of 90 watts, and the price is ten guineas only. The celebrated Blériot "No-Glare" lamps are again greatly in evidence. They appeal strongly to the considerate motorist.

Rotax Lamps and Accessories. The most prominent feature of the Rotax Stand (No. 237) is, of course, the Rotax electric-lighting set, which is made under the Leitner patents. This was the first and original system of car-lighting, and its evolution has been the direct result of experience gained in train and omnibus lighting, which, it is needless to say, is rather more strenuous than work in this direction on the motor-car. In addition to the dynamo set, which is so well known as to need no description, there are shown many and various patterns of electric head, side, and tail lamps, as well as lamps and fittings for the interior lighting of the car. A useful accessory for ensuring communication between passengers and driver in cars with enclosed bodies is the Rotax "autophone," which is a powerful telephone, made to work in conjunction with Rotax and other 12-volt lighting sets.



USEFUL ACCESSORIES: THE ROTAX TORPEDO SIDE AND TAIL LAMPS, AND (ON THE RIGHT) THE ROTAX MOTOR-CAR-LIGHTING DYNAMO.

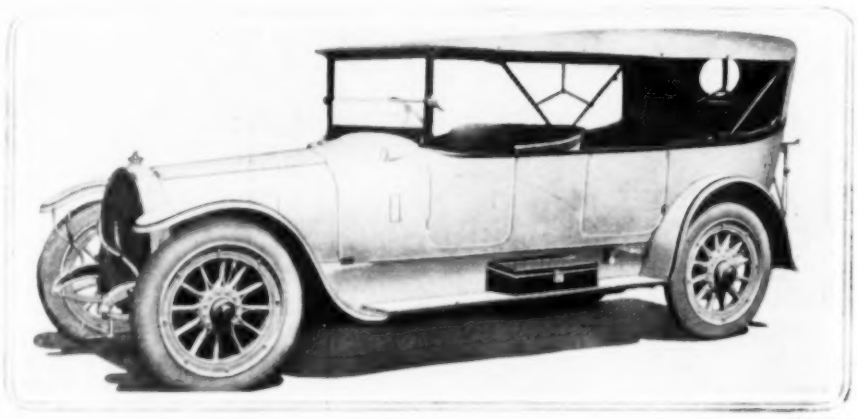
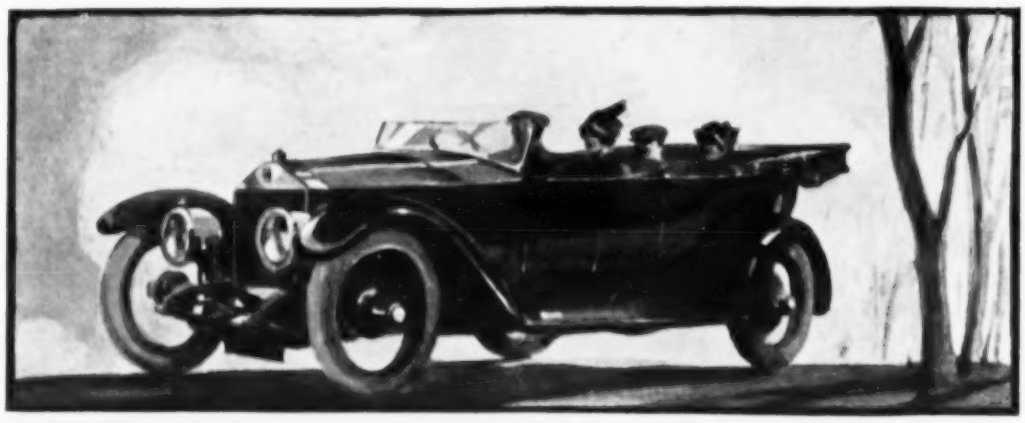


Photo. Sarg.

AN IMPERIAL CAR: A 40-50-H.P. SIX-CYLINDER DELAUNAY-BELLEVILLE SUPPLIED FOR THE USE OF THE TSAR OF RUSSIA.

[See next overleaf.

STAND 118



STAND 118

The Press says:

"*Motor*": "We have rarely met with a car possessing such a wealth of detail, refinement, and showing such care in workmanship and choice of materials."

"*L'Intransigeant*": "A car of refined luxury, elegant in its every detail, and which has met with an unprecedented success, that we must say is well merited."

"*Daily Mail*": "One of the best finished chassis in the Show—by this I do not mean polish, but real beautiful finish—there are several instances of clever designing in the chassis."

"*Autocar*": "In this chassis, original and thoughtful consideration is found at the first glance."

20 h.p.

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F. W. BERWICK & CO., LTD.,
18, BERKELEY STREET,
PICCADILLY,
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Telephones: 1149 & 3259 Gerrard.

Telegrams: "Berickars, London."

The Press says:

"*L'Autorité*": "The 'Sizaire-Berwick' is a real marvel of mechanical construction."

"*Westminster Gazette*": "Ultra-smart and imposing appearance."

"*Standard*": "Is well thought out, and the dash is a model for the way in which its half-dozen tell-tales and indicators are disposed on it."

"*Le Temps*": "A car of refined luxury, elegant in every detail, and of irreproachable finish, this chassis has achieved a great success."

"*Daily Telegraph*": "It is full of special features."

Stand
196
OLYMPIA
Before
the Show
MICHELIN

Photo. Campbell-Gray.

ON SURREY HILLS: A 24-H.P. EIGHT-CYLINDER DE DION-BOUTON CAR ON A ROAD NEAR BOX HILL.

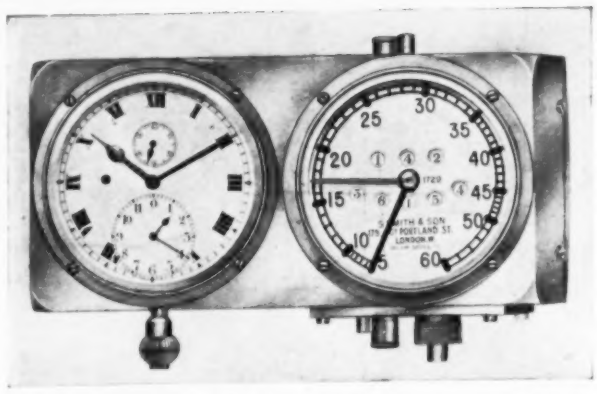
(*Continued.*)

It would require literally columns in which to refer in the briefest detail to all the thousand-and-one accessories which are displayed on this stand. Therefore, I must dismiss the exhibit with the advice to the visitor who finds himself in need of accessories for his car to pay a visit to the Rotax Stand.

Avon Tyres. I have remarked previously that there is nothing more difficult to write about than a tyre exhibit, for the reason that there is nothing in design or appearance to differentiate between a good tyre and a bad. Therefore, it is possible to deal with these matters only in a general sort of way. In particular, and as applied to the Avon tyres, there is this to be said—that when one knows through personal experience or through the reports of trustworthy friends and acquaintances that a tyre is good, then one is justified in saying so. That is what I hear about the Avon. I believe it to be one of the best tyres at present being offered to the motorist, and as I daresay that some at least of my readers will be visiting Olympia with tyres in their minds, I need scarcely point the moral.

Smith Speedometers and Other Things. The stand of Messrs. Smith and Sons, of Speedometer House, is one of those from which it is difficult to get away, for the reason that, as soon as one has decided that it is absolutely essential to possess one thing and has concluded the purchase, the eye falls upon something else which is equally necessary to one's comfort, convenience, or motoring safety. Of course, there are speedometers and other instruments of precision in prodigal number. Then there is an electric-lighting set of more than average merit; the A.L. acetylene generator, which is one of the best of its kind; and there is still again that wonderful contrivance, the Smith four-jet carburetter, which is one of the most efficient and most economical of such devices. A stand by no means to be overlooked, this.

R.-W. Wire Wheels. The detachable wire wheel which Messrs. Rudge-Whitworth have made so closely associated with their name is so well known to the motorist that I really need say no more about it than that it is to be seen at Olympia on the Rudge-Whitworth Stand, and, what is even more important from the firm's point of view, fitted to a large proportion of the cars staged at the Show. At the time of the introduction of this wheel there was some amount of prejudice against the type, but this has been lived down long since, and now the sensible motorist will insist upon having his car equipped with "detachables."



A NEW INSTRUMENT FOR THE CONVENIENCE OF THE MOTORIST: SMITH'S TOURIST COMPANION AND SPEEDOMETER.

Messrs. Smith and Sons, Ltd., have added the above instrument to their list of motoring accessories, including their well-known speedometer.

Even if the motorist in question be not quite a convert to the principle, all he needs is to experience a case of tyre-trouble on a car fitted with these wheels. By the time he has contrasted their convenience with the trouble and labour of effecting a change by the old method he will have made up his mind to join the ranks of the users of detachable wheels.

Rochet-Schneiders. A fine car which the fortune of the ballot has excluded from the Show, and which I am sorry not to see exhibited, is the Rochet-Schneider. I have been trying their new "eighteen" during a recent week-end, and it is a long time since I handled a car which pleased me better. I think I have once before commented upon the beautiful ease of steering which is characteristic of this fine French car. This seems to be even more accentuated in the case of the new model than usual, while, generally speaking, the car possesses all the attributes we are accustomed to regard as going to make up the perfect automobile.—W. WHITTALL.

IN AN ORIENTAL SETTING: A DAIMLER IN BOMBAY.

This snapshot of a Daimler car was taken recently in Bombay, where there are now two or three hundred of these cars running. They are great favourites in Western India.

MOTORISTS! WEAR 'WOLSEY.'

The best personal equipment for the motorist should *start* with Wolsey. This is why:

The specially selected pure wool from which all Wolsey Underwear is made is an unequalled defence against the dangers of swiftly varying temperatures to which the motorist especially is exposed.

Wolsey wool is not only delightfully soft and silky, it is so highly absorbent that even after heavy perspiration there is none of that miserably cold or clammy feel about it. The service and value of Wolsey are proved best by 'Wolsey' being in greater demand than any other underwear made.

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Every Wolsey garment guaranteed unshrinkable and any garment proving otherwise will be replaced free of cost.

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'GROUSE' BRAND WHISKY

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how much better it is than any other. The flavour is soft, delicate and mellow, and the cost is the lowest at which the highest grade of Whisky can be supplied.

48/- PER DOZ. BOTTLES. Carriage Paid.
A full-sized bottle as sample by post for 4/-.

It's well worth trying.

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The Kitchens are under the management of M. COUTANT.

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For Hoarseness

and inflamed throat. Will clear the voice and relieve coughing spells. 1/1½ per Box.

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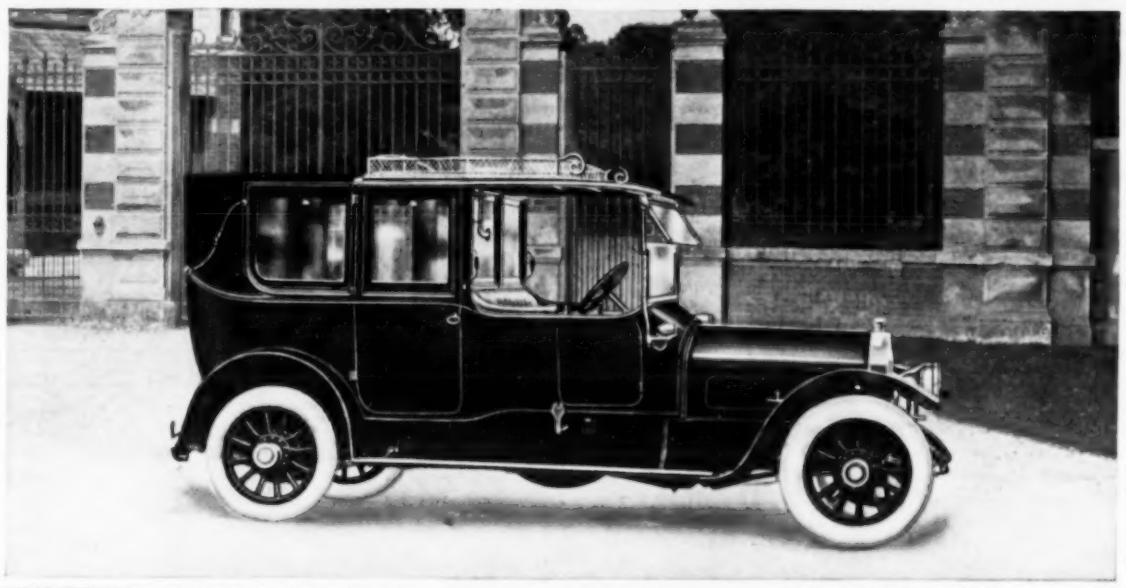
RHEUMATISM



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WOLSELEY

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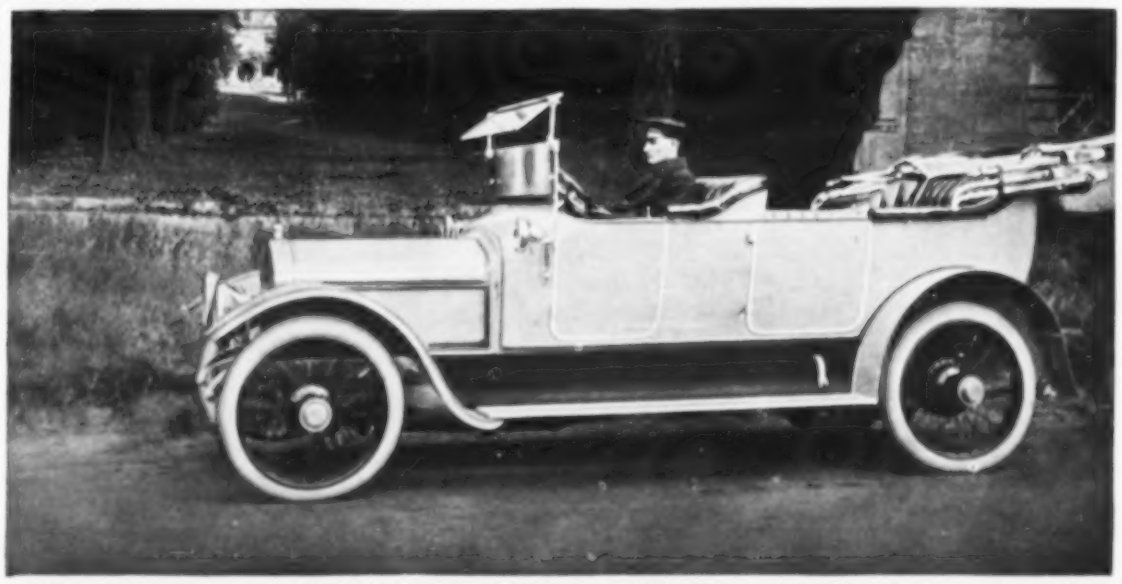
Stand No. 60, Olympia.

Motorists are cordially invited to call and inspect these splendid motor carriages.

THE WOLSELEY TOOL AND MOTOR CAR CO., LTD.,
Adderley Park, BIRMINGHAM.
Proprietors: VICKERS, LIMITED.



CHESS.

To Correspondents—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

L F Thurgood (Strand, W.C.).—If it was not published at the time, we certainly have not got the diagram in our possession after a lapse of twenty-two years. You might refer to a file of the column.

Nicholas Bauer (Moscow).—Your version of the English notation is perfectly correct, and we regret you were misled by an error in transcribing the solution of No. 3618. As we have before explained, the correct rendering should be 1. P to K 4th, K to B 8th; 2. P to B 4th, etc.

F F G (Scarbridge).—Will you consider the effect of Black's reply 1. R to Q Kt 7th?

G Bakker (Rotterdam).—Contribution to hand, for which we are obliged. It shall have every attention.

F J Polglase (Bristol).—Thanks for problem, which we hope to find correct.

W Little and Others.—1. Q to K 5th will not solve No. 3623.

H F Deakin (Fulwood).—Much obliged; it shall be examined.

CHESS IN AMERICA.

Game played in the Rice Masters' Tourney at New York between Messrs. Capablanca and Beyson.

(*Sicilian Defence.*)

White (Mr. C.)	Black (Mr. B.)
1. P to K 4th	P to Q B 4th
2. Kt to K B 3rd	Kt to Q B 3rd
3. P to Q 4th	P takes P
4. Kt takes P	Kt to B 3rd
5. Kt to Q B 3rd	P to Q 3rd
6. B to K 2nd	P to K Kt 3rd
7. Castles	B to Q 2nd
8. B to K 3rd	B to Kt 2nd
9. P to K R 3rd	Castles
10. Q to Q 2nd	P to Q R 3rd
11. Q R to Q sq	Q to B 2nd

In a similar game Marozcy here played Q R to B sq, which in the long run is a very useful square to occupy. It would have meant much for Black later on to have been in possession of it at the right moment.

12. Kt to Kt 3rd	Q R to Q sq
13. B to R 6th	B to B sq
14. B takes B	K takes B
15. Q to K 3rd	P to K 4th
16. P to K B 4th	B to K 3rd
17. Kt to Q 5th	B takes Kt
18. P takes B	Kt to K 2nd
19. P to B 4th	Kt to B 4th
20. Q to K B 3rd	P to K 5th
21. Q to Q B 3rd	Q to Kt 3rd (ch)
22. Kt to Q 4th	R to B sq

Black has so far played admirably, but the loss of time over this move gives White his opportunity. Had the Rook already been on B square, White would have had to adopt a different line altogether.

23. K to R 2nd	Kt takes Kt
24. R takes Kt	K to Kt sq
25. P to K B 5th	Q R to K sq
26. P to Q Kt 4th	Q to B 2nd
27. Q to K Kt 3rd	Q to K 2nd
28. P takes P	B P takes P
29. P to B 5th	P takes P
30. P to Q 6th	Q to K 4th
31. Q takes Q	R takes Q
32. P takes P	

From his twenty-seventh move White's combination is of the highest class, and the ending in every way worthy of his reputation.

32.	Kt to Q 2nd
33. B takes R P	P takes B

If Kt takes P, 34. B to B 4th (ch), K to Kt 2nd; 35. R takes R, K takes R; 36. P to Q 7th, Kt takes P; 37. R takes Kt, wins.

34. R takes R (ch)	K takes R
35. P to B 6th	K to K sq
36. P to B 7th	R to Q B 4th
37. R takes P (ch)	K to B sq
38. R to K 7th	Kt to B 3rd
39. P to Q 7th	Kt takes P
40. R takes Kt	Resigns.

Correct Solution of Problem No. 3617 received from C A M (Penang); of No. 3619 from H A Seller (Denver, U.S.A.) and R Tidmarsh (Vernon, B.C.); of No. 3620 from Captain Challice (Great Yarmouth) and F G Seymour; of No. 3621 from J Verrall (Rodnell), F G Seymour, and F Pataki (Budapest); of No. 3622 from Captain Challice, T Shakespear (Clifton), A L Payne (Lazonby), F J Overton (Sutton Coldfield), C Lewthwaite (Grimsby), G Williams (Leatherhead), L Watson (Norwich), W Littshutz (Lambeth), F Glanville (Wycombe), J Isaacson (Liverpool), and W Parker.

Correct Solutions of Problem No. 3623 received from Julia Short (Exeter), G Stillingfleet Johnson (Cobham), H J M, W Parker, J Fowler, W Best (Dorchester), J Green (Boulogne), J C Stackhouse (Torquay), W E Brownjohn (Wandsworth), J Deering (Cahara), L Schlu (Vienna), J Willcock (Shrewsbury), J Cohn (Berlin), H Grasett Baldwin, R Worters (Canterbury), J S Rogers (Lincoln's Inn), Rev. J Christie (Redditch), W H Silk (Birmingham), W C D Smith (Northampton), Mark Dawson (Horsforth), Arthur Perry (Dublin), H F Deakin (Fulwood), G L Pigott (Leeds), M E Onslow, F J Overton, F W Young (Shaftesbury), J Isaacson, W Littshutz, F Wills (Edrington), A W Hamilton Gell (Exeter), and R G Healey (Leatherhead).

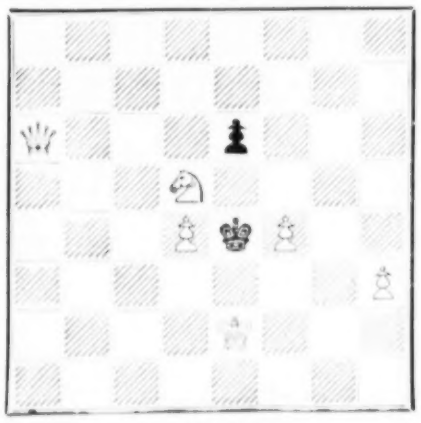
Solution of Problem No. 3622.—By Karl Schreiszer.

White	Black
1. R to R 4th	P to B 4th
2. B to B 7th (ch)	K to Q 5th
3. P to K 5th (dis. mate)	

If Black play 1. K to Q 3rd, 2. P to K 5th (ch); if 1. B to Kt, 2. B to B 5th, and if 1. P Queens, then 2. P to Q 4th (ch), etc.

PROBLEM No. 3625.—By W. Finlayson.

BLACK.



WHITE.

White to play, and mate in three moves.

In our issue of Oct. 25 we gave a drawing of a game of deck golf played on board a liner. It has been pointed out to us by the Editor of *Deck and Home Golf* that our artist has made a mistake in representing the game as played with a ball. In "Deck" golf, instead of a ball, the players use a disc, three inches in diameter, three-quarters of an inch thick, and three ounces in weight.

THROUGH SIBERIA.

It says much for the interest of the journey from Moscow to Port Arthur that it can defy the assaults of journalese and can survive in a collection of reprints from papers of varying importance. Even the popular American misspelling of his Majesty's English, and the presence of countless sentences from which all verbs have been excluded, leaves "Siberia," by R. L. Wright and B. Digby (Hurst and Blackett), a book worth reading. The writers bid a cheery defiance to grammar and style, but they have a story to tell, and it holds the reader. For the sake of fresh experiences related with some sense of humour, one may pardon the presence of strange words; and this is a concession, for, among the unwelcome strangers, may be noted harbor, defenses, practicing, plows, travelers, bowlders, theater, labeled, center, and many another. It is probable that the book was written for America, and that the London publisher has bought the sheets, with all their extravagances full upon them, beyond the reach of correction. The authors left Moscow travelling on one of the slow third-class trains, and visited Omsk, Tomsk, Irkutsk, Stretensk, Tsitsihar, and Kharbin, among other cities. While fully alive to the backward state of Russian civilisation, they bear witness generously enough to the fashion in which the authorities are trying to develop the vast, unexploited possibilities of a country that covers five million square miles, and is only now beginning to yield a part of its wealth. The difficulties in the way of successful colonisation are very great, and the authors have summed them up. They did not travel after the fashion of tourists, but left the beaten track whenever opportunity offered, living or staying in fourteen Siberian villages, and seeing much that is hidden from the passer-by. Sometimes one, and sometimes the other takes up the narrative: they were not always able to travel together; but in book-form the story is sufficiently consecutive. Of the Siberian peasant, face to face with great chances in a country that west of Baikal suffers from every climatic disability, they write: "Ambition does not rouse him, initiative is denied him," and they add that his wants are primitive and unpleasant. Yet the Russian Government does much to encourage settlement. There are gifts of free transport, free land—varying from forty to sixty acres—three years' remission of rates, a loan for agricultural development, and a reduction of the rigours of military service. Vodka is, of course, responsible in a large degree for the emigrants' failure; and while the Russian Government continues to rely for a large part of its revenue upon the profits of spirit-selling, the Siberian outlook cannot be considered bright. For an unbiassed and yet friendly description of a country that must endeavour in the next few years to attract British capital for development purposes, Messrs. Wright and Digby's book would be hard to beat; it is to be hoped that, if they return to a subject they have made their own, it will be with a little more regard for popular prejudices in the matter of grammar and spelling.

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RUBBER HEELS

because their exquisitely graded rubber restores the natural step of youth, which knows no fatigue, converting rough surfaces into smooth ones, and hard surfaces into soft ones thus perfecting the art of walking—Nature's first and best exercise—and imparting a new zest to life.

O'Sullivan's were the first and remain the best Cushion Heel. Every pair made from pure new rubber, and shaped to fit all modern styles of footwear. They preserve the shape and double the life of your boots without detracting from style, and are immeasurably superior to any other form or brand of rubber heel.

Supplied by all bootmakers everywhere.

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The bottle and the label are often counterfeited, and so are the contents.

The imitations are handed to people who call for "*Worcestershire.*" The genuine is handed to those who call distinctly for "Lea & Perrins."

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Sunbeam prices for 1914 are the same as last year, but give increased value. All models are supplied with long wheel base, adjustable sliding seat, improved brakes and springs, and stay fitted to steering column to prevent vibration of steering wheel.

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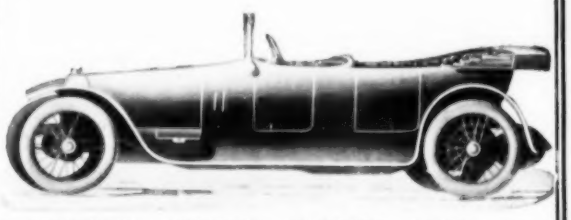

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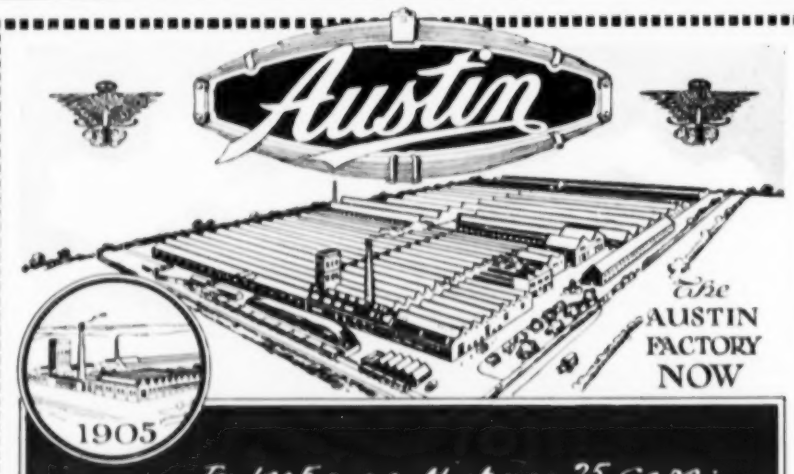

In 1905 our output was 25 cars; this year we have sent out 1500, and have increased our works so that next year the output can be equal to the demand.

These facts are eloquent of Austin popularity, and to the thinking motorist no better proof of Austin reliability can be offered.

Austins appeal—and always will appeal—to the motorist who demands sound workmanship and smart design at a moderate price. They appeal to the owner-driver, the lady driver and the professional man.

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12 h.p. 4-cylinder	£260
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Prices include plain Dunlop tyres and detachable wheels.

STAND 47, OLYMPIA

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The HILLMAN 13-25 h.p. 6-cylinder

OWNERS who drive will be enthusiastic over the light steering and quick responsiveness of the Hillman 13-25 h.p. Its simplicity and easy control, together with its reliability and dainty finish, make it the ideal ladies' car.

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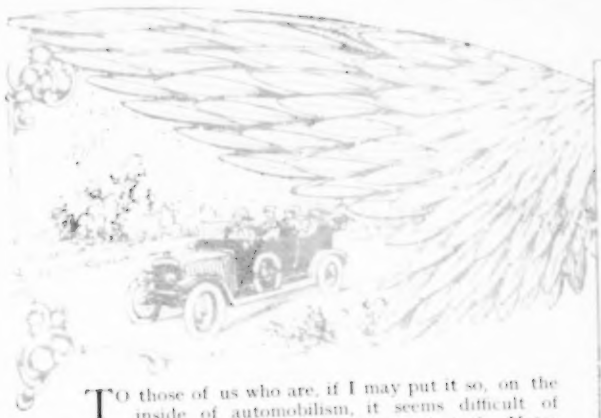


THE FIRST MOTOR-CAR IN ENGLAND: A TWO-SEATER 3-H.P. BENZ, PURCHASED AT MANNHEIM FOR £80.

To those of us who are, if I may put it so, on the inside of automobilism, it seems difficult of realisation that a whole year has passed since last the Motor Show was with us; but so it is, for the twelfth annual Exhibition organised by the Society of Motor Manufacturers and Traders opened its doors to the public on Nov. 7. It is early yet to forecast what measure of success will attend the Show, so far as its popularity with the general public is concerned, but of its mechanical success there cannot be the slightest room for doubt. It has become something of a fashion for people to talk about finality in design having been reached in the case of the motor-car. That is a fallacy which I have more than once striven in these pages to smooth away from the mind of the reader, but I so often hear it reiterated that the limit of design has been reached that I offer no apology for once more referring to the subject. It is true that the visitor of retentive memory for outside appearances might wander about this present Show and gather the impression that all is as it was a twelvemonth ago; for indeed the car of 1914 and the car of 1913 differ very little, if at all, so far as the exterior indications serve to show. But this is an age of progress, in which we are not satisfied with things as they are, but are ever striving for improvement. This is as true of the motor-car as it is, for example, of battle-ship construction, and equally with the latter the car is even now going through a process of evolution which, though it may not be instantly apparent to the eye of the casual observer, nevertheless works out to no inconsiderable sum in the course of a year. Which is to say, that the Show visitor, whether he be capable of realising it or not, is looking at a collection of cars which represent a very distinct advance over their predecessors of last November.

I have dealt in general terms, in previous issues of *The Illustrated London News*, with the detail improvements which will be found to the fore. I will therefore pass on to a consideration of some of the principal exhibits of cars and accessories. I need hardly say that it is impossible to deal exhaustively with everything that is of greater or less interest in an exhibition so comprehensive. But by dealing in some detail with the larger proportion of those exhibits which seem to merit fairly close study, I hope to make this Supplement of real assistance to the Show visitor, whether he be impelled towards Olympia merely by curiosity or by the serious intent to become the owner of a new car.

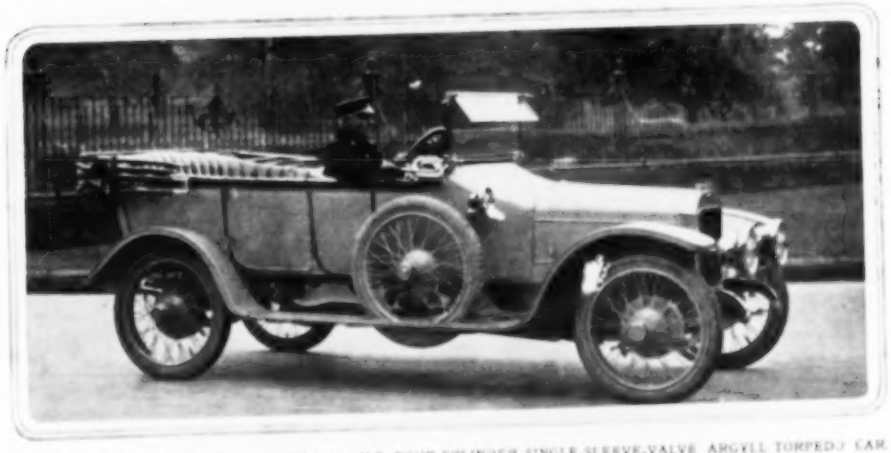
Arrol-Johnston. The Arrol-Johnston Stand is one which will undoubtedly attract a large number of visitors during the Show, for the firm is one of the few that really has surprises to spring upon the public. The 15-9 has been entirely re-designed—in fact, it is quite a new model altogether, the old chassis of this rating having been given a motor of larger dimensions and its rating altered to 20-9-h.p. It would take more space than I have at my disposal even to touch briefly on the points of the new "fifteen-point-nine" from Dumfries, so I must content myself with drawing attention to a few of its more salient features. First, there is a new clutch with a much simplified adjustment, which is extremely light in operation; the rear-axle is of a new type in Arrol-Johnston practice, and has a malleable centre divided vertically with tubular-steel extensions. A good feature is a large inspection-plate, secured by a wing-nut, which gives easy access to the differential and bevel gears. The wheels run on double races carried on the axle casing, and both foot and hand brakes act on common drums, side by side, on the rear wheels. These brakes have been much improved, the shoes now being in halves and thermoid-faced. Adjustment is by thumb-screws and long casings for the anchors. Double elliptic springs are used for the rear suspension. The most important departure, however, consists in the fitting of a self-starting and electric-lighting plant to both models—the 15-9 and 20-9. The system selected is of the two-unit type, in which starting-motor and lighting-dynamo are separate and distinct. The starting-motor operates on the fly-wheel. Another interesting feature of the stand is one of the new electric coupés, driven by Edison storage-batteries, which appeals to the users of town carriages, its limited radius of action precluding its extended use as a touring-car.

AT RIO DE JANEIRO: A 25-H.P. FOUR-CYLINDER DELAUNAY-BELLEVILLE FITTED WITH D'ETEREN COACH-WORK.

The Delaunay-Bellevilles are as famous in France as the Rolls-Royces are in this country.

Dainty Delaunay-Bellevilles. A car that stands very high in the ranks of the world's "class" cars is the Delaunay-Belleville, which, as a matter of fact, occupies in France pretty much the same position as the Rolls-Royce does in this country. The Delaunay-Belleville firm is exhibiting a 30-h.p. polished chassis, which is somewhat improved since last November. The most notable alteration is in the case of the carburetter, which has been entirely re-designed, and now has two jets and a similar number of choke-tubes. Each jet is so arranged as to supply three cylinders, thus suppressing the tendency for one cylinder to deprive another of its proper quantity of mixture, owing to the overlapping of the suction impulses of the six cylinders. A new clutch has been embodied, and, save for these changes, I have noted, the salient points of the chassis remain as they were a year ago. The complete cars staged are two in number. There is a torpedo-landaulette by D'Eteren Frères, mounted on a 37-h.p. chassis. This body is finished in a rich crimson lake, with drab upholstery, the seating accommodation being arranged for four inside and two on the front seat. The interior scheme is carried out in striped mahogany, with tulip-wood inlaid. Nothing that can minister to comfort or luxury appears to have been omitted from the calculations of the coach-builder, who has succeeded in producing a truly regal car. The other car is a 40-50-h.p. torpedo-limousine, and is an even more ambitious effort than the one I have already so briefly described. It appears to reach the very limit of luxury. It is not a car for any but the most wealthy of motorists, but I should certainly advise every visitor to inspect it, if only for the sake of seeing the pitch of perfection to which the coach-builder has brought his craft.

The Velvet Argyll. I have a very soft spot in my heart for the sleeve-valve Argyll, for I know its qualities excellently well, and to know it is to like it. To me its design alone is a joy—clean, clever, it has thoroughbred written all over it. But, after all, no car can be judged on its design alone, and it requires the open road really to demonstrate the true qualities of



COMPLETE FIVE-SEATER AT £575: THE 15-30-H.P. FOUR-CYLINDER SINGLE-SLEEVE-VALVE ARGYLL TORPEDO CAR.

The chassis-price, with Dunlop detachable wire-wheels, and 815-by-105 mm. Dunlop grooved tyres, is £425. The complete five-seater car sells for £575, with one-man hood, double screen, side and tail lamps, tool outfit, number-plates, petrol-gauge, patent-leather valances, combination foot-rest and tool-chest, pile carpet, five Dunlop detachable wire-wheels and five grooved tyres.

SOLD FOR THE MODERATE PRICE OF £360, FITTED WITH ELECTRIC ENGINE-STARTER, ELECTRIC LIGHTING, AND FULL EQUIPMENT: THE POPULAR AND EXCELLENT 15-9-H.P. ARROL-JOHNSTON FOR THE LESS WEALTHY MAN.

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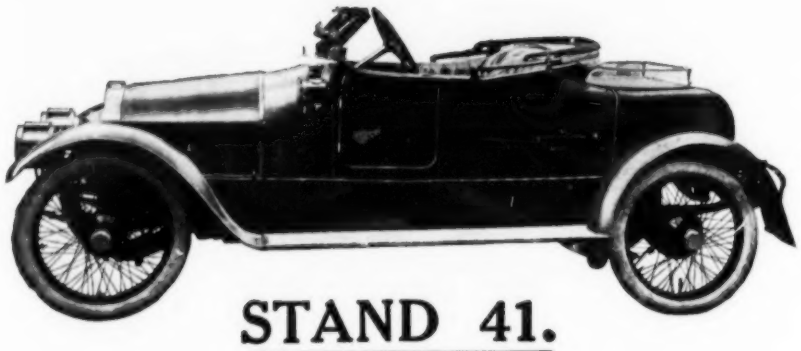

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Strong with the strength of metals specially compounded; comfortable with the ease of perfect suspension; elegant with the beauty of flowing coachwork; Armstrong-Whitworth Cars gain friends rapidly, because they possess, in addition, the important merit of being cheap of upkeep.

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Visitors to Olympia will be repaid by an inspection of the 1914 Crossley Cars exhibited at Stand 54.

Crossleys embody many fine mechanical principles, the value of which is emphasised by the downright service the cars give on the road.

The cars exhibited are the 15 h.p. and 20 h.p. Standard Cars and the famous Shelsley Model.

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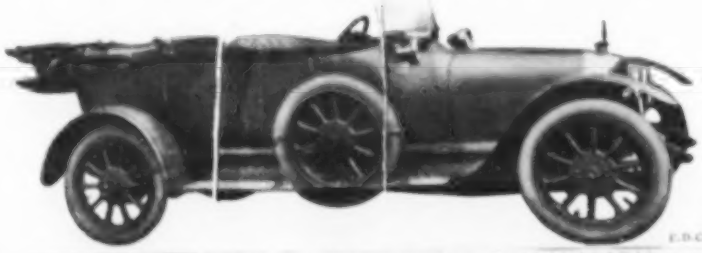

"It is fast, it is silent, and it is a really wonderful hill-climber, with powers of acceleration beyond the ordinary. But there is one point in which it is the superior of any car I have ever handled, and that is in the delightful ease of the steering."
—W. WHITTALL, in the "Pall Mall Gazette"

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the best-looking vehicle which ever came off a drawing-board. That is why the Argyll is such a favourite car of mine—because I have not only admired its clean-cut lines at the Show, but have made an intimate friend of it on the road. Its velvety running is not surpassed by any car of its character and rating that I have ever had under my hands, and they have been many and various. I know cars that are faster, but here the comparison must stop, for I cannot name any other attribute of the perfect car as we conceive it in the light of present knowledge in which the sleeve-valve Argyll is second to any other four-cylinder car of its power. It cannot be said to be a cheap car—as a matter of fact, it is numbered among the relatively expensive ones in its class; but, for what my judgment is worth, I give it as my opinion that the value is all there. Therefore, I regard the Argyll exhibit as being one of the most interesting in the whole Show. I am a little disappointed that the Argyll policy has not been such as to bring the whole of their models into line by the introduction of a sleeve-valve "twelve," for I believe such a car would have rapidly attained to popularity. However, they have not seen fit to do this, but retain the same series as has brought them so much success in the past. These are the 12-18-h.p. poppet-valve chassis, the 15-30-h.p. and the 25-50-h.p. sleeve-valve cars. No chassis are shown, the exhibit consisting entirely of complete cars, there being two of each of the three models. The 12-18 is shown as a two-seater and as a complete streamline torpedo touring-car; the 15-30 figures as both four and five seater; while the 25-50 is shown in luxurious form as two specimens of the "limousine de luxe." These last two are truly cars fit for a King. Altogether, the Argyll exhibit may be described as a notable and interesting one.

Luxurious Lanchesters. For years past, almost since the first dawn of the motoring era in England, the name Lanchester has been synonymous with luxury. Not only so, but mechanically the Lanchester has stood for all that was refined in relation to the practice of the day—it has always been what I should describe as an essentially clever car from start to finish. It is, moreover, a car in which more than the average progress has been discernible from year to year, so that now it is no exaggeration to say that it really stands in a class by itself, for the reason that it embodies more of originality of practice than any car I know. Next year's changes are fewer in number than usual, the chief of them being the introduction of a combined self-starting and electric-lighting plant which makes this notable car even more luxurious than ever, which is saying a great deal. The Lanchester exhibit at the Show consists of three finished cars, all of the 38-h.p. six-cylinder type. The first of these is a coupé-limousine, painted all black and upholstered in grey cord cloth. The interior lighting scheme is distinctly novel, having neat bulk-head lights let into the corner panels. Another car on somewhat novel lines is a six-cylinder touring-car, which is even lower and more rakish-looking than the Lanchester touring-cars have hitherto been. The exhibit finishes with a double landaulette, painted in a rich ultramarine, trimmed inside with soft grey cord cloth—an exceedingly handsome vehicle. Space being limited, the Lanchester exhibit is being supplemented by a special show at the show-rooms' at 95, Bond Street, where several cars of the 25-h.p. model are on view.

New De Dion-Boutons. Messrs. De Dion-Bouton, having to be contented with the regulation space, are enabled to show only three complete cars and a polished chassis. To my mind, the principal interest of the exhibit centres about the last-named, for the main reason that it is an entirely new model, expressing the proven success of a comparatively new principle, and is yet so moderately priced as to put an extreme degree of engineering refinement within the reach of a comparatively large class able to appreciate the silky smoothness of running, absence of vibration, and continuous torque which are afforded by an eight-cylindered engine. This chassis is the new "twenty-four," which has a bore and stroke of 66 and 130 respectively, the motor developing in the region of 35 h.p. at 1500 revolutions per minute. I do not intend to give anything in the way of a detailed description of this really fine chassis, since that would be to discount the pleasure the Show visitor will gain from its inspection. All I would say is that he should make certain of seeing it, for even though its purchase be beyond his means, he will still have the satisfaction of knowing that he has seen one of the things best worth seeing. Another model which should be seen, especially by the motorist of moderate requirements, is the little 8-10-h.p. four-cylinder chassis. It is a most attractive little car, and one which, I should say, will become very popular with the class which aspires to a car which is out of the cyclecar category altogether.

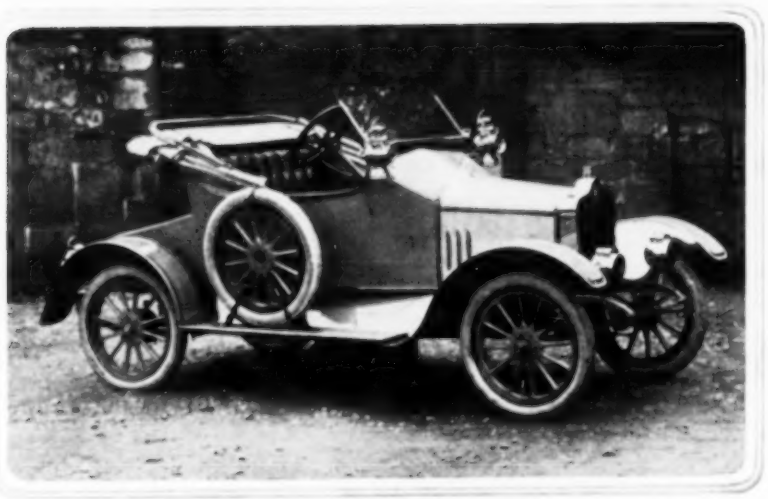
WITH AN ENGINE WHOSE RUNNING IS INAUDIBLE: A 30-H.P. EIGHT-CYLINDER DE DION BOUTON SALOON-CABRIOLET.

The engine has bore and stroke of 75 and 130 mm. respectively, and its running is inaudible, though it "pulls" like something of twice the dimensions.

Coventry Hillmans. A mark that is making quite a name for itself in the light car class is the 9-h.p. four-cylinder Hillman, which comes from the famous motor manufacturing city of Coventry. This little car is shown in chassis form, and also as a complete vehicle, on Stand 116. It is a particularly taking little vehicle, not at all to be confounded with cars in the cycle-car class. On the contrary, it is a real car in miniature, having all the characteristics of its larger sisters, and, if I am any judge of car merit, it should go far in popularity. Another Hillman model which should also attain to quite a vogue of its own is the six-cylinder 14-25-h.p. car. This is a car which is quite in a class of its own, since it is one of the very few really small six-cylinder vehicles extant, and certainly the first British production of its type. The engine has a bore and stroke of 60 and 120 mm. respectively, so it will be seen that it is distinctly on the small side. It certainly should fill a niche in the affections of those motorists who desire a small car, embodying the features of even torque and smooth running characteristic of the "six," combined with the moderate cost and low upkeep charges of the smaller four-cylinder class. To those who are looking for this, I should say that the Hillman exhibit is likely to prove of distinct interest.

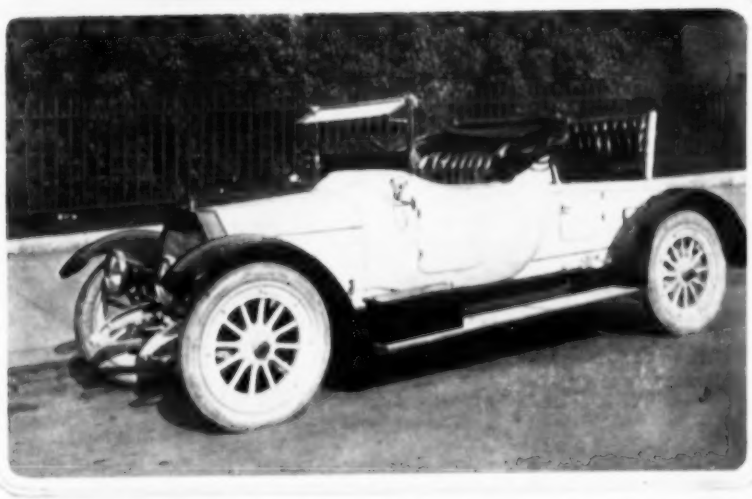
British Standards. The principal feature of the Standard Motor Company's exhibit on Stand 72 is the little four-cylinder 9-h.p., of whose running I had something to say a few weeks ago. It is an excellent little car in every way, and to my mind is splendid value for the £195 it is listed at, complete with full equipment. This small car is shown in three types—as a two-seater, a cabriolet, and a limousine coupé. The 15-h.p. Standard is shown as a four-seated touring-car, finished in "condor grey" with dark grey mouldings and lines. The 20-h.p. Standard is exhibited in the form of a three-quarter landaulette. The body at the front is built to form a streamline with the bonnet, and at the rear it is carried well out over the wheels so as to afford adequate seating accommodation for three passengers. Finished in royal blue, with black mouldings and fine yellow lines, this is a very pleasing car.

The Speedy Straker-Squire. In dealing with cars nowadays, the great trouble is to differentiate between any two in the same class, since it may be laid down as almost an axiom that there are no bad cars, but simply that some are better than others. It requires a very nice discrimination to pick out those that are just that little bit better than others which will justify the critic who desires to be honest with himself and the public in saying that this is the car which stands in front of its class. There is some danger of one getting into the habit of awarding praise indiscriminately; not that it would matter a great deal, for the reason I have given—that cars have almost reached a dead-level of



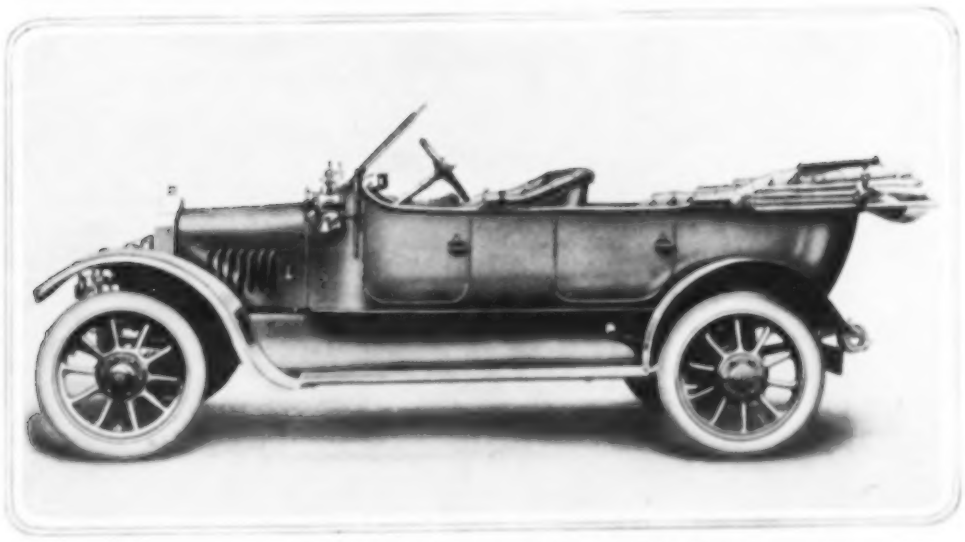
ALL-BRITISH: THE STANDARD FOUR-CYLINDER 9-H.P. LIGHT CAR, WITH THE LUXURY OF THE LARGEST CARS.

This car is sold at £195, complete, with well-finished body, high side-doors, and all equipment, including spare wheel and tyre, screen, lamps, tools, etc.



FITTED WITH A FINE VICTORIA BODY BY MESSRS. SALMONS: A 1914 18-H.P. ROCHET SCHNEIDER.

The charm of the body lies in the fact that the dickey-seat is as well upholstered and in every way as comfortable as the front seat.



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Since the last Olympia Show the position of the Standard Motor Company has been made firm and improved in a remarkable degree.

We have very great pleasure in announcing that the Technical Committee of the Royal Automobile Club have awarded

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for the recent test of its unique and special features. The Cadillac has the additional honour of being the only car in the world that has earned the distinction of winning this much-coveted trophy twice—1909, 1914.

¶ The Dewar Trophy is the Blue Riband of the Automobile Industry, and is awarded by the Technical Committee for the most meritorious performance in any R. A. C. Trials during the year.

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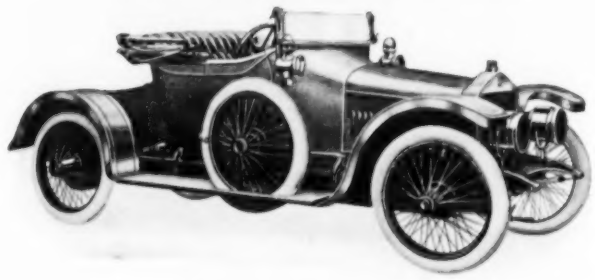

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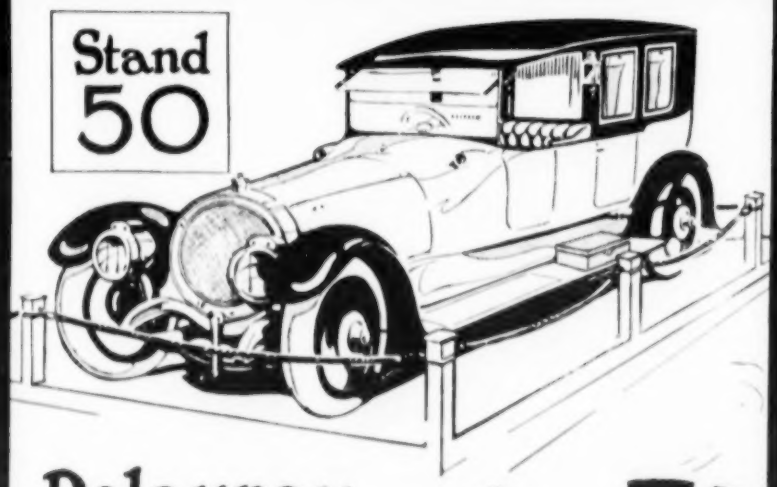

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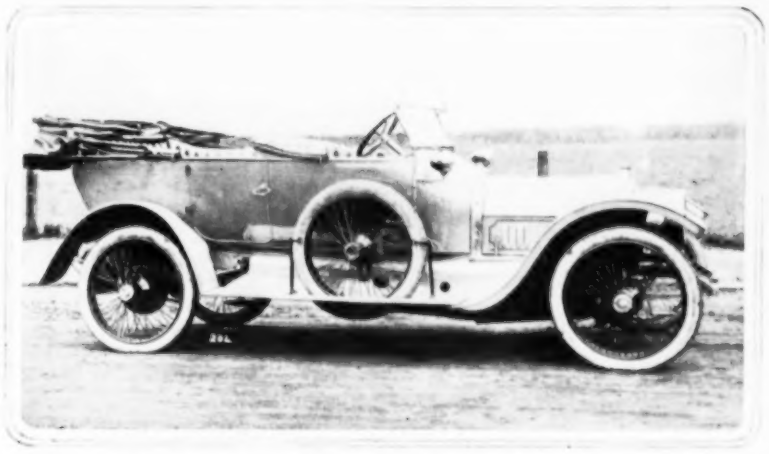
excellence. Therefore, it is a pleasure to be able to say of any car that it really stands in the front rank. That, one is able to say of the speedy Straker-Squire, which embodies the results of years of concentration on one model. Ever since this firm ceased to put its name to a French car—which, by the way, was one of the best of its time—and began to manufacture for itself, it has adhered to the one-model policy, and this has certainly paid, for I have no

THE 1914 MODEL: THE CHASSIS OF THE 15-20-H.P. STRAKER-SQUIRE.

The speedy Straker-Squire embodies the results of years of concentration on one model. The 1914 model shows numerous improvements.

hesitation in saying that it has enabled it to turn out a car which is equalled by few and surpassed by none in the "fifteen" class. Year by year this already fine car has been progressively improved, and the list of improvements for 1914 is a really formidable one. To mention only a few of the most notable changes, the bore of the engine has been increased to 90 mm.; the crank-shaft has been stiffened, and the design of the cam-shaft improved; a four-speed gear-box has been substituted for the three-speed type previously in use (this, to my mind, is a most notable improvement); the springing is better, and Truffault shock-absorbers are fitted as a standard. There are other detail changes, but I have not space to enumerate them all. It is sufficient to say that, in the sum, they amount to something very considerable, and have made the Straker-Squire an even better car than it was before—which is something of which to be proud in itself. By no means should the Straker-Squire exhibit at Stand 71 be missed by the inquiring visitor to the Show.

The Famous Crossley. A car that has won many laurels in competition is the Crossley, which, almost needless to say, is made by the world-famous firm of Crossley Bros., whose name is so closely associated with the gas-engine. Following the rule which is fast becoming general at the Show, the Crossley exhibit consists entirely of complete cars. These include a 15-h.p. standard side-entrance car of the well-known Shelsley model, with peaked radiator and sloping bonnet. The body is of the flush-sided type with scuttle-dash, and is painted French-grey with fine green-and-gold lines and apple-green upholstery. There is also a 15-h.p. special sporting type Shelsley model, with four-seated body of the streamline type, with "bulbous" rear, designed to meet the requirements of those who desire a low, rakish looking car; a 15-h.p. standard long chassis with cabriolet body, painted in royal-blue with black mouldings and fine scarlet lines, the whole finished inside in blue morocco; and a 20-25-h.p. long chassis, fitted with three-quarter inverted "D"-fronted landaulette body. This last is an extremely handsome car, and the body-work is really most luxurious in its general finish. A complete installation of electric light, the source of the current being an excellently designed dynamo set, completes a really fine car. For next year Crossley's are staging a new model in the shape of the Shelsley touring-car, which is very much on the lines of the popular Shelsley sporting type, which has proved very successful in competitions during the past season. The specification of this model is much the same as that of the touring-car, save that the engine-dimensions are somewhat larger and that the chassis is fitted with a peaked radiator and sloping bonnet. Quite a noteworthy assemblage of cars is this Crossley exhibit.



THE FIRM'S STANDARD SHELSLEY TOURING-MODEL: THE 15-H.P. CROSSLEY.

Vauxhalls. There have been no considerable changes in the Vauxhall design since last Show, although in several respects improvements have been made which increase its refinement. The year which has elapsed since the introduction of the 25-h.p. model has established it as a most successful example of the moderate-powered chassis, possessing remarkable powers of acceleration, notable for slow and silent running, and a hill-climber of far more than average merit. Among the principal alterations which have been made for the coming year, the Bosch starting-magneto has been made standard to all types, except the 16-20-h.p. model; the wheel-base of the "Prince Henry" model has been increased to 10 feet, and the size of tyres supplied as standard is now 875 by 125, in place of 820 by 120. Larger tyres are also standardised in the case of the 25-h.p. model. The Vauxhall exhibit consists of four cars, including a 25-h.p. cabriolet; 25-h.p. Prince Henry fast touring-car; 35-h.p. six-cylinder domed-roof limousine; and 25-h.p. "torpedo de luxe." In addition a polished engine unit is staged. It almost goes without saying that this is eminently one of the exhibits which ought to be seen. The outstanding performance of the Vauxhall in every class of competition in which it has taken part speaks eloquently enough of its claim to be considered as being among the really fine cars of the day.

A NEW AND SMART DESIGN: THE VAUXHALL "WESTMINSTER" LIMOUSINE WITH 35-H.P. SIX-CYLINDER CHASSIS.

This has domed roof and rounded back quarters and back panel in one piece without joints. All the windows are frameless.

WITH A DISTINCTLY LUXURIOUS BODY: THE 20-H.P. CROSSLEY THREE-QUARTER LANDAULETTE.

The body is distinctly luxurious in its equipment, and is fitted with all the necessary internal accessories, dynamo, and complete electric-lighting installation.

Dunlop Tyres and Accessories. The Dunlop Stand is always attractive, as indeed it must be, since it is one of the principal features of the Tyre Section. Nor is this surprising when one considers the extensive range and variety of goods manufactured by the Dunlop Company, whose huge factories at Birmingham and Coventry never cease working by day or night, and whose wares are demanded by the motorist in every part of the globe to which the car has penetrated. Coming to the exhibits, Dunlop tyres will be found to be unaltered since last year. The visitor will see all patterns—plain, grooved, leather, steel-studded, and limousine. It is the same with detachable wheels and rims. No alteration whatever has been found necessary, and the purchaser of this year's design may rest assured that he can buy nothing better—not even from Dunlops. The same permanency obtains with regard to sundries. All are there as before—repair outfits, solutions, "sure-patches," gaiters, bolt-valves, tyre-manipulators, fitter's-stops, rim paint, leather tread-dressing, and special lines, in which the company takes great pride, in waterproof bags for the carriage of spare wheels, tyres, tubes, and sundries. There is one notable novelty, in the shape of the Dunlop "twin" wire wheel, which possesses some original features of its own. One is the method of spoke-construction, which is carried out in such a way as to make each rim a driven member without the aid of intermediate bands, which set up unnecessary stresses and provide a resting-place for stones and other harmful substances. This new twin wheel will certainly become popular among the users of very heavy cars. A notable point is that all twin wheels are interchangeable on the inner hubs of single detachable wire wheels.

Metallurgique. Always one of the most interesting stands in the Show, the Metallurgique exhibit is no exception to the rule. The combination of exquisite engineering skill which is manifested in the chassis-design, with the wonderful effects in coach-work produced by Van den Elas, always make the Metallurgique a veritable lodestone to the Olympian visitor. It matters not if the visitor is interested merely in the car as a vehicle which will take him out-and-home without trouble, or whether he be looking for something new in the way of mechanical refinement, the Metallurgique must attract him, for it is one of those cars whose design never stands still. This year improvement is very much the order of the day. In the case of the popular 14-20-h.p. model the engine has been entirely re-designed, and many little alterations have been made in the chassis details generally, all tending towards greater efficiency. The 20-40-h.p. car has also been subjected to the same improving process, and now impresses one with being an even better car than ever. The new 20-40-h.p. chassis is practically the same as the last named, save that a special cam-shaft is fitted, and the reciprocating parts made unusually light. This combination, together with a reasonably low compression, gives an engine of extraordinary efficiency and sweetness, which is practically free from any tendency to soot up or knock and is remarkably quiet. The equipment of this model includes dynamo lighting-set, self-starter, and detachable wheels. The complete Metallurgique exhibit

SHOWING THE EXTRA AIR-VALVE: THE 25-H.P. VAUXHALL ENGINE ("D" TYPE).

This shows the extra air-valve worked from a small quadrant on the steering-wheels and now fitted as a standard to this model. This device gives a greatly increased fuel mileage.

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"DON'T sign your purchase cheque until you are absolutely satisfied with every detail of the car's equipment. You are 'paying the piper'—insist upon 'calling the tune.'

"No maker's specification need be law to a buyer. Neither is it necessarily above criticism, since car builders are but human and their experience, however great, subject to human limitations.

"For instance, you may know, by personal experience or friendly repute, the exceptional qualities of my own good Avon Tyres. Your salesman may possibly prove eloquently reluctant to depart from standard equipment, but firm insistence will always overcome his scruples.

"And, if necessary, you may quote Avon authority for the fact that *no extra charge can be justified.*

"The Avon Company guarantees to supply Avon Tyres for any car upon the same terms as its maker enjoys for his standard equipment."

"Britons never shall be slaves"—even when buying cars at Olympia! Don't be dissuaded, and don't submit to an extra charge—

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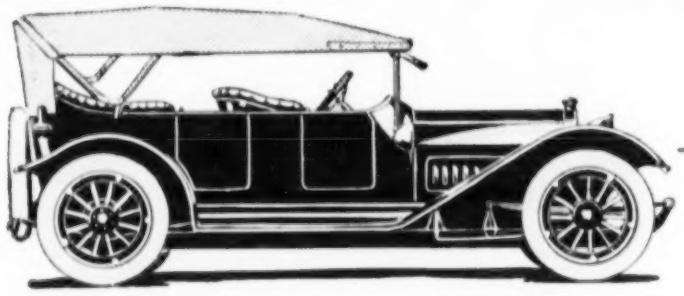

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and realise that the De Dion Bouton still excels in fineness of construction, just as it has always led in design. The material is of the same high grade as ever, but prices are down. It affords evenness of torque, noiselessness of engine, and freedom from vibration 33⅓ per cent. better than those of the best six-cylindered engines, without any troublesome, unsightly, space-eating length of bonnet.

7 HOME, 3 COLONIAL MODELS. COMPLETE CARS FROM £275.

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The Imperial Motor Industries Ltd.
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comprises a 15-20-h.p. polished chassis; a 15-20-h.p. complete car with standard body and equipment; a 38-90-h.p. light touring chassis; and a 38-80-h.p. complete car, with "sporting limousine body" by Van den Plas.

A Clever Engine-Starter. I have indicated more than once in my contributions to these pages that the self-starter, as it is somewhat erroneously called, looks like becoming a permanent fitting to all cars of medium and high power. As a matter of fact, I believe that before long the high-class car will be practically unsaleable unless it is so equipped. Therefore, considerable interest attaches to the exhibits of firms who display these devices, particularly those of the electric type, which are certainly most worthy of consideration. I am no believer in the spring-operated device, and have only a modified faith in those which make use of an air-compressor. One of the best of the type which depends upon the electric current is the T.A.T., shown by Imperial Motor Industries at Stand 338 in the gallery. Essentially, it consists of a compound-wound dynamotor which performs the dual functions of engine-starter and lighting-dynamo. It is remarkably simple in construction, and I know from practical experience that it does what is claimed for it. Moreover, it appears to be rather lighter in weight than some of these devices, which is a consideration in these days when the tendency seems to be to

WITH END-CAPS REMOVED TO SHOW THE GEARING, ETC.: THE "T.A.T." DYNAMOTOR.

The "T.A.T." electric self-starter and lighting equipment is the invention of the well-known electrical engineer, Mr. T. W. Tattersall.

add endless fittings and accessories to the car, which add considerably weight to the whole.

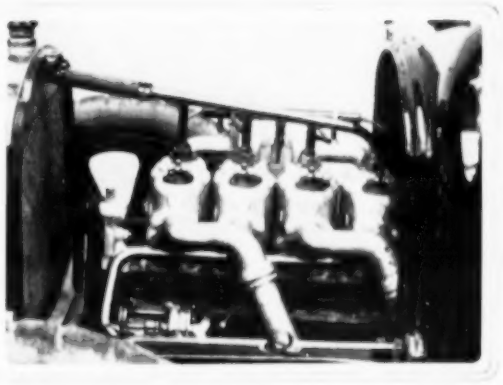
Invincible Talbots. During the past season the Talbot has worthily upheld its title to the name of "The Invincible." No fewer than sixty-two highest awards have been won in competitions during the year, to say nothing of the wonderful performance of the 25-h.p. car in covering over 103 miles in the hour at Brooklands, the same car having since attained the phenomenal speed of over 110 miles an hour. It is true that a greater distance has since been covered in the hour by a car of much higher rating, but nothing can deprive the Talbot of the honour of having been the first to travel over the hundred miles in sixty minutes. If any tribute to Talbot efficiency were needed, it is surely furnished by the extraordinary sequence of successes implied by the list of this single season's performances on road and track. The Talbot firm has made several changes in its policy for the coming year. First and foremost, it has done a thing which it has not been guilty of for some time—it is introducing an entirely new model, besides altering somewhat the nomenclature of the existing types. The "twelve" remains as it was, the 15-h.p. car is now known as the 20-30, the six-cylinder "twenty" becomes the 20-40, and the 25 is to be known in future as the 25-50. Detail improvements have been made in

DESIGNED TO SWEEP AWAY THE DIFFICULTIES OF ENGINE-STARTING IN TRAFFIC AND UNDER OTHER UNFAVOURABLE CONDITIONS: THE "T.A.T." ELECTRIC SELF-STARTER AND LIGHTING EQUIPMENT—THE SWITCH-BOARD.

all the series, though the general design remains as it was. Indeed, there is every reason why a design which has proved itself to be so marvellously efficient should be left alone, except as to those minor details which make for greater refinement while they do not affect that all-important feature of all-round efficiency. The new model is known as the 15-20, and is of 15.9 rating by the R.A.C. formula. It has a four-cylinder motor, with a bore and stroke of 80 and 130 mm. respectively. Except for its own distinctive engine dimensions, the design of this new car partakes in all essentials of the characteristics of the rest of the Talbot series, the details of which are now so well known as to need no recapitulation. From start to finish, the new model impresses one with a sense of all-round excellence of design and unexceptionable construction. It will be a worthy addition to an already famous series, and I think that Talbots are much to be congratulated upon this, their latest effort.

Austin Cars. Among the most popular British cars of the day, the Austin takes high rank, and it has attained to its position by sheer force of merit. It has not come to the front as a result of meteoric performance in racing—though the Austin firm, as witness the victory of the Austin-engined *Maple Leaf IV.* in the races for the British International Trophy—can build a racing-engine with the best. The policy of the firm has been one of catering for the needs of that vast majority of the motoring community which takes little stock of racing, but looks for a car of sterling merit which will render good service in everyday use. Among such cars is certainly the Austin, and accordingly the exhibit of the Longbridge house is always one which attracts the Show visitor in his numbers. For the coming season Austins are listing three chassis, of 10-h.p., 20-h.p., and 30-h.p., respectively. One point of difference from convention will be noted in the case of each of these three models, and that is that the motors have their cylinders cast singly, instead of in pairs or monobloc, as is the usual practice. Otherwise, the design adheres closely to conventional lines.

C. A. Vandervell and Co. There is little need to do more than mention the exhibit of this well-known firm, since its manufactures are so much by way of household words among motorists that there is little to tell which is not already known. The C.A.V. firm was the pioneer of electric lighting for cars, and has remained right up in the front of this particular department of the accessory business ever since the movement took definite shape. To the car-owner who contemplates the installation of electric light, and he is a wise motorist who does, the C.A.V. exhibit must be of surpassing interest. Here he will see electric generators capable of outputs ranging from 45 to 150 watts, the latter size supplying ample current for the complete lighting of the largest cars. Here also are to be seen all and every kind of lamp and electrical accessory which may be needed on the car, not only for lighting, but for ignition purposes. There is literally everything, from the tiny inspection-lamp bulb to a complete generating and lighting plant, and the motorist who is interested in this branch of things and cannot find what he wants may as well give up the quest.



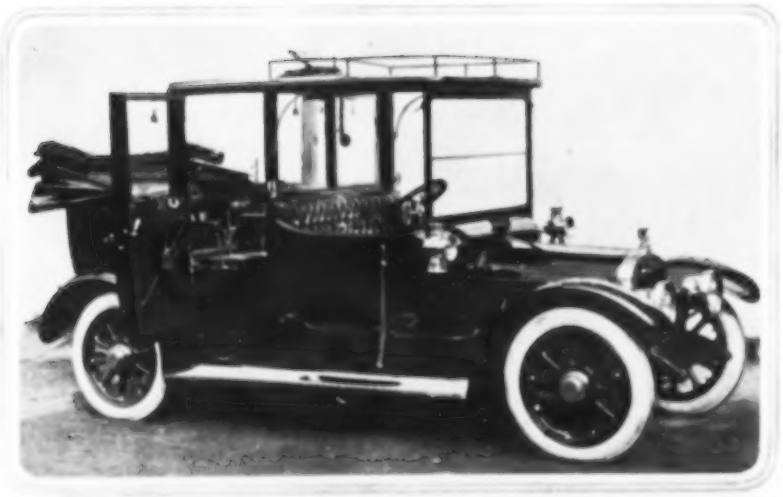
SHOWING THE POSITION OF THE WATER-PUMP, ETC.: THE 10-H.P. AUSTIN ENGINE—EXHAUST SIDE.

The Austin Motor Company place three models on the market for the forthcoming season—the four-cylinder 10-h.p., the 20-h.p., and the 30-h.p.

OF THE MAKE WHICH HAS GAINED SIXTY-TWO HIGHEST AWARDS IN COMPETITIVE TRIALS DURING THE SEASON: THE 25-50-H.P. TALBOT.

Messrs. Clement Talbot, Ltd., are showing four of their standard models at Olympia. This one was known formerly as the 25-h.p. A 25-h.p. Talbot recently covered 103 miles in an hour at Brooklands.

Silent Siddeley-Deasys. One of the most successful cars of its time is undoubtedly the "Siddeley-Deasy," which is shown on Stand 73, the four models displayed being in every way worthy of the high reputation of the firm. Perhaps the most notable car on the stand is the six-cylinder 30-38-h.p. chassis, an improved model of the type which has been so popular among people looking for the highest possible luxury in motor-carriages at a relatively moderate cost. The car shown is really a beautiful creation, regarded from the engineer's point of view. The motor is of the Silent Knight sleeve-valve type—which is now made by the Siddeley-Deasy Company themselves; dual ignition is



STAGED AT OLYMPIA: THE 20-H.P. AUSTIN "MARLBOROUGH" LANDAULETTE.

This has a 10-ft. wheelbase chassis. Its "fitments" include a ventilator in the roof, a speaking-tube, and silk blinds to the frameless windows, which have special winding-gear.

WITH CONNAUGHT COACH-WORK: ONE OF THE FAMOUS SIX-CYLINDER SIDDELEY-DEASYS.

The photograph shows a Connaught Davenport type limousine-landaulette, and is one of the three excellent specimens of the renowned Connaught coach-work at Olympia.

SEE THE DUNLOP TWIN DETACHABLE WIRE WHEEL

exhibited at

STAND 187, OLYMPIA

(November 7th to 15th inclusive).

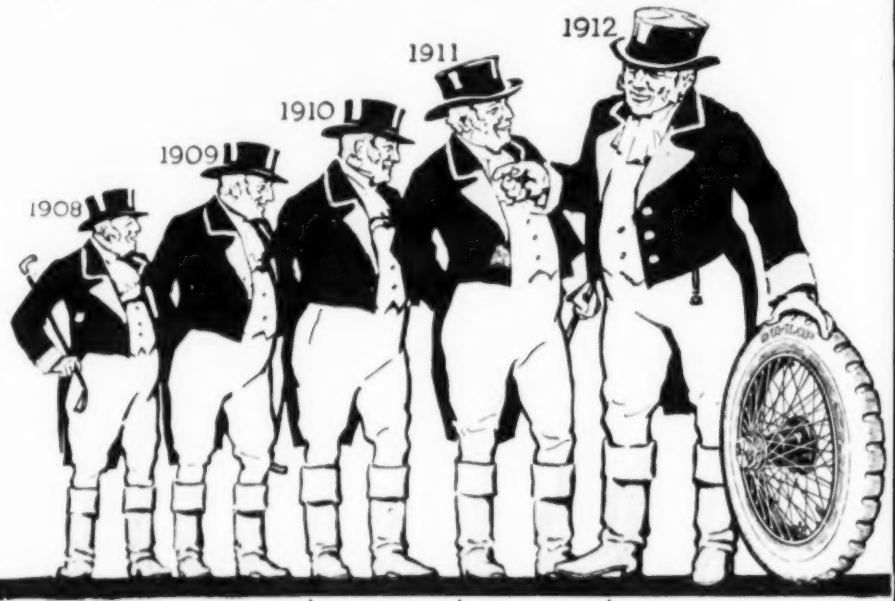
Other exhibits include Dunlop plain, grooved, and steel-studded leather-tread tyres; Dunlop detachable wire wheels; Dunlop detachable rims; Dunlop accessories for tyres, wheels, and rims.

HARD FACTS

proving the steady growth in popularity of British-made

DUNLOP

tyres in the estimation of the British public, as evinced by the number of tyres fitted to cars at Olympia Show.



THE DUNLOP RUBBER CO., LTD., ASTON CROSS, BIRMINGHAM; and 14, Regent Street, London, S.W. Paris: 4, Rue du Colonel Moll. Berlin, S.W. 13, Alexandrinenstrasse, 110.

988 DUNLOPS.	1,072 DUNLOPS.	1,152 DUNLOPS.	1,269 DUNLOPS.	1,356 DUNLOPS.
1,150 between all others.	1,341 between all others.	1,365 between all others.	1,241 between all others.	875 between all others.

Motor Requisites at Vickery's.

No. T 2658.—**Vickery's Registered Motor Cigarette Holder.**
(WANTED FOR YEARS.)

The Tube is of lined perforated Briar and entirely encloses the Cigarette, enabling it to be smoked in comfort in the strongest wind.

Sterling Silver Mounted, Vulcanite Mouthpiece ..	£1 5 0
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No. T 4009.

Very Special Value. **Flat Shape Miniature Bag for the Motor Car, Travelling, &c.**

Green, Blue, or Violet Leather, fitted Sterling Silver, only **5 Guineas.**

J. C. Vickery is now showing the finest Collection of Novelties for Gifts that he has ever presented. A visit of inspection invited.

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" CLOCKS,
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Six Cylinder
The Most Luxurious Motor Carriage
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The Siddeley-Deasy Motor Car Co., Ltd., Coventry.
Makers of Luxurious Motor Carriages of Moderate Power.

K 358

The Humber "Eleven"

The realisation of the car you would build for yourself is more than fulfilled in this superb model. At a price that is quite moderate it includes all the features of a "thousand pounder"—Automatic Lubrication, Dual Ignition, Thermo Syphon Cooling, Leather-Faced Cone Clutch running in oil, Four speeds and reverse, Live back axle, Frame of specially pressed steel, Springs ¾ and ½ elliptical, Handsome new Streamline body luxuriously fitted, etc., etc. Fully equipped ready for the road, with Hood, Screen, Horn, Acetylene headlights, Electric side and tail lamps, spare wheel and tyre.

May be inspected and particulars obtained at STAND 88, OLYMPIA

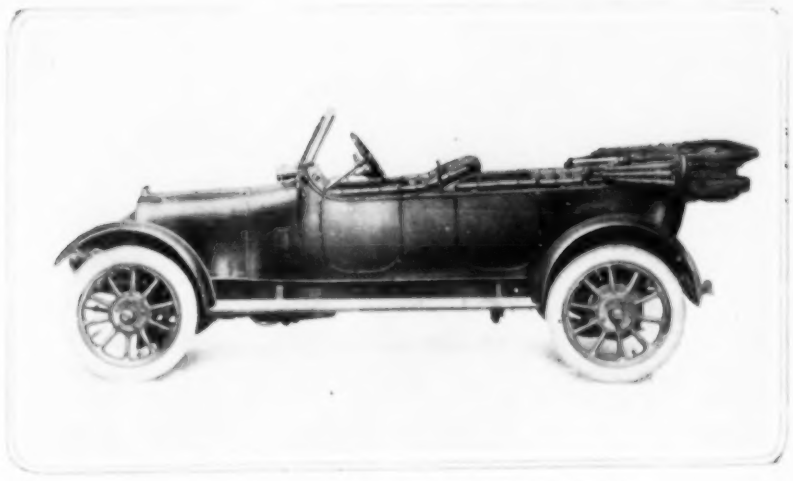
HUMBER, LIMITED, COVENTRY.
LONDON: 32, Holborn Viaduct, E.C.; 60-64, Brompton Road, S.W.
London Repair Works: Canterbury Road, Kilburn, N.W.
SOUTHAMPTON: 27, London Road. Agents Everywhere.

Humber

used; there is a four-speed gear-box, silent worm-drive to rear axle, U.M.I. spring-controllers, and Magician dynamo-lighting set. This car is shown as a saloon limousine, with body by Mulliners. It is finished in blue with white lines and upholstered in cord cloth and lace. A polished chassis of the 14-20-h.p. type and two complete cars make up the exhibit. The smaller chassis is interesting, since it is one that appeals to the motorist of moderate requirements. It is of 15.9 rating (80 by 130 mm.), and its characteristics are essentially the same as in the case of the larger six-cylinder car. A very smart touring-car in French grey is displayed on a similar chassis, the exhibit being completed by an 18-24-h.p. limousine-landaulette, painted in dark-blue, and upholstered in cord cloth finished off with lace.

NOT SHOWN AT OLYMPIA: THE 1914 WATER-COOLED HUMBERETTE.

The Humberette is not shown at Olympia, as the regulations of the S.M.M.T. preclude the exhibition of vehicles falling within the cycle-car classification.



SOLD AT £250: THE NEW 10-H.P. FOUR-SEATED HUMBER.

This is fitted with a comfortable streamline body, with full equipment, including spare wheel and tyre, hood, five lamps, etc., at £250.

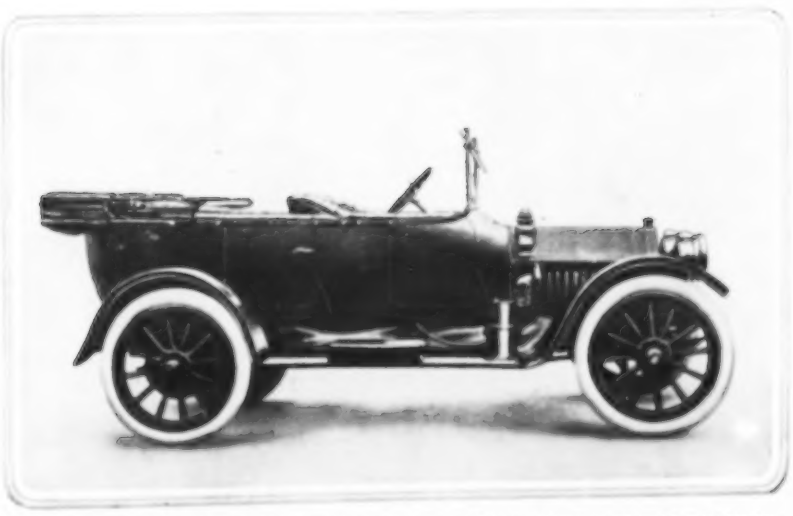
The Sheffield-Simplex. If the Show visitor would see a car that comes very near being the best of the whole assemblage at Olympia, he should go to the Sheffield-Simplex Stand and look over the details of the six-cylinder chassis he will find staged there. Not a detail of its design but will meet the approval of the most critical of judges, and it is, withal, a car that does not depend upon a mass of complicated fittings and accessories for its merit. In point of fact, it is about as simple a job as can well be imagined, having due regard to its classification among the "big stuff." The engine is a beautifully clean casting, and the way the designer has set about his work, never going round corners when he can get straight to his object, reminds one most forcibly of the best of the Italian designs. Particularly do I like such details as the method of driving the cam-shaft by means of skew-gearing, instead of the more conventional silent-chain or spur-gears. Then, regard the solidity of its construction, in which weight is not spared where the maximum of strength is desirable, though, at the same time, it has not been feared to cut things fine where it can be done with safety. I would that I could spare the space to go thoroughly into the detail of this undoubtedly fine car; but, as that is not possible, I must content myself with saying that I advise the visitor not to miss seeing this car, even though he have to make a special journey to Olympia to do it.

The Humber Exhibit. The Humber Stand is likely to arouse a good deal of interested comment among the devotees of the low-powered car, for the reason that there is shown an entirely new model, designed to appeal to the motorist of moderate means. As the Humber Company, in announcing this new car, say, it has been brought out to meet the demand which undoubtedly has arisen for a four-seated car of British manufacture at a price within the reach of the man of restricted means, and built of the best materials by skilled mechanics. I have seen this car going through the works, and I should say that, in claiming what they do for it, the Humber Company is well within the mark. It strikes me as being an excellent little car. It is withal quite a handsome vehicle, and if it goes as well as it looks, it will prove to be a good car indeed. It is listed with a most comfortable streamline body, with full equipment, including hood, side-curtains, screen, horn, five lamps, spare wheel and tyre, and full kit of tools, at the very moderate price of £250. In addition to this new car, there are staged an 11-h.p. touring-car, neatly finished in stone-grey; a 14-h.p. chassis; and a 20-h.p. cabriolet, also in grey. The Humberette is, of course, not shown, since the regulations of the S.M.M.T. preclude the exhibition of vehicles falling within the cycle-car classification. It will, therefore, appear at the Cycle and Motor Cycle Show to be held later in the month.

A BONNET VIEW: COUNTESS FITZWILLIAM'S NEW 30-H.P. SHEFFIELD-SIMPLEX WITH "PYTCHLEY" LIMOUSINE BODY BY VAN DEN PLAS.

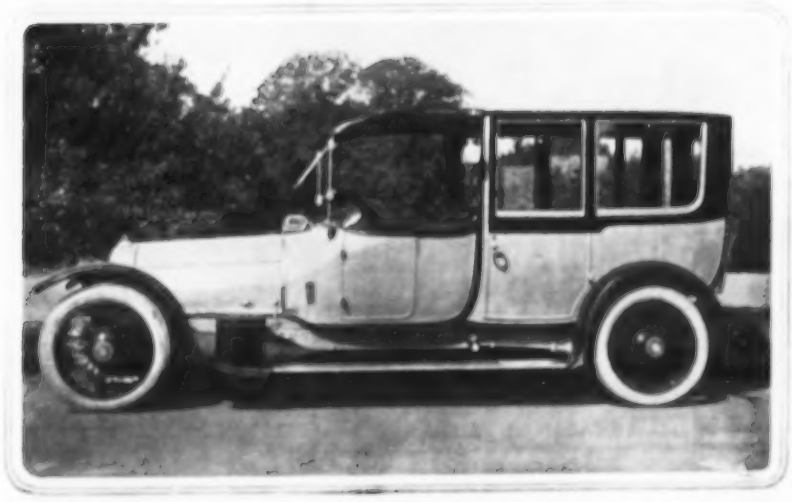
Michelins. The exhibit of the Michelin Tyre Company fully maintains the high level of excellence that has always been achieved by this firm. Among the tyres staged by the Michelin Company the square tread is conspicuous. This is much stronger than the ordinary round-tread cover, being moulded in one piece, and so constructed that, if cut, the incision has a tendency to close rather than to open, thus preventing the access of water or dust to the inside of the cover. It is easy to identify the Michelin "Semelle" non-skid by its prominent feature—a band of stout chrome leather in which are embedded rows of solid steel studs. These specially hardened studs, which project well above the tread, ensure a firm grip on the greasiest road. The leather band, forming an integral part of the tyre, makes the tread virtually puncture-proof, and, while extending up the walls sufficiently far to provide for their protection, does not interfere either with ventilation or resiliency. Instructive demonstrations are given of removing and refitting the Michelin "Jumelé" twin tyres mounted on detachable expanding rims. The "Jumelé" twins, now largely adopted on all classes of heavy touring-cars and commercial vehicles weighing up to four tons, effect a considerable reduction in mechanical breakdowns, and therefore of running costs. There are also interesting demonstrations of fitting and detaching tyres by means of the new Michelin levers, which embody extreme simplicity and rapidity of operation with avoidance of physical effort and elimination of the danger of nipping the tube. The display of accessories embraces the new Michelin jack, which is a veritable triumph of mechanical ingenuity. In action it is rapid, strong, compact, easy to operate, and almost impossible to get out of order. Other features of interest on this stand are the bolt-valve which bears the name of the firm, and the Michelin air-cylinder, which does away entirely with the necessity of inflating tyres by hand.

The Popular Rover. So successful has the Rover Company been with the "twelve" that it has now been determined to manufacture nothing but this one model, and thus the 18-h.p. car disappears from the programme, and the Rover exhibit consists entirely of the improved "twelve" as it will be sold during the coming season. It is a car of which I have written more than once in these pages, and always in its



CHASSIS FROM THE UNITED STATES; BODY FROM THE LODY-BUILDING WORKS AT WILLESDEN: THE 15-18-H.P. TORPEDOS-OLYMPUS BEDFORD-BUICK.

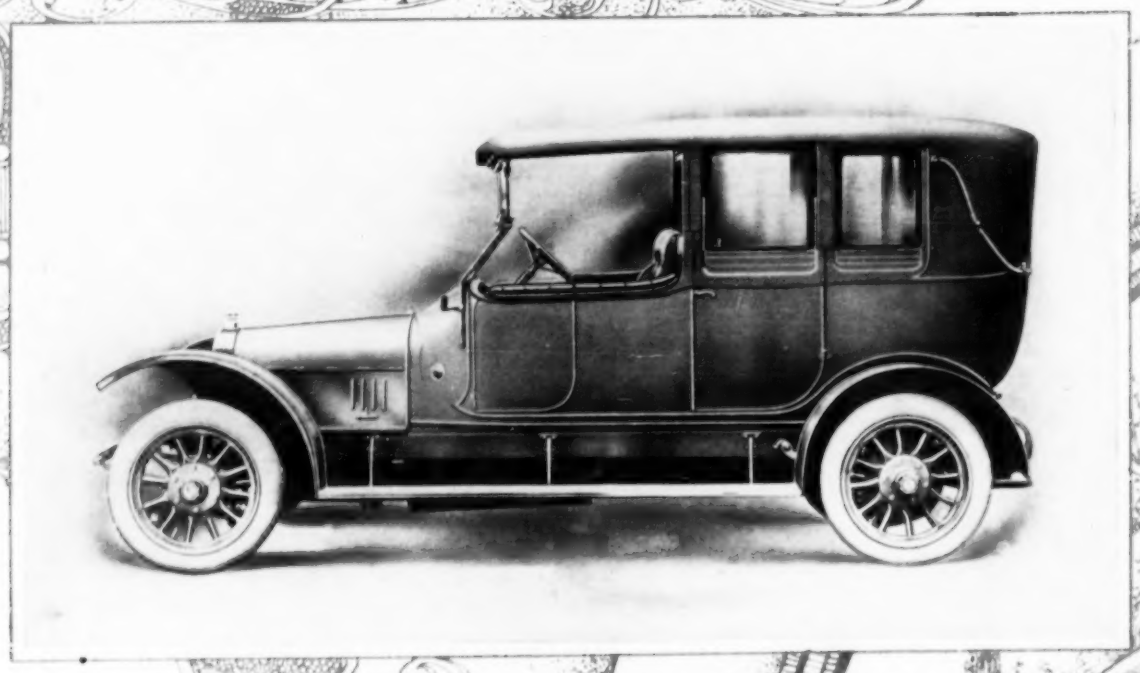
The Bedford-Buick cars are made in two powers: 15-18 h.p. and 18-22 h.p. The 15-18-h.p. two-seater sells for £225; the 15-18-h.p. five-seater for £245, complete for the road.

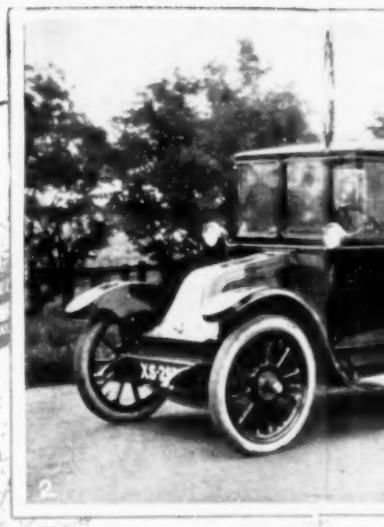


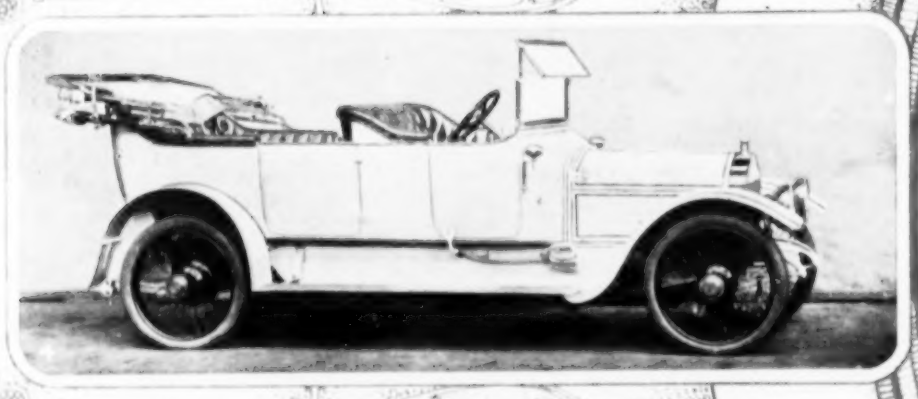
OWNED BY COUNTESS FITZWILLIAM: THE NEW 30-H.P. SHEFFIELD-SIMPLEX WITH "PYTCHLEY" LIMOUSINE BODY BY VAN DEN PLAS.

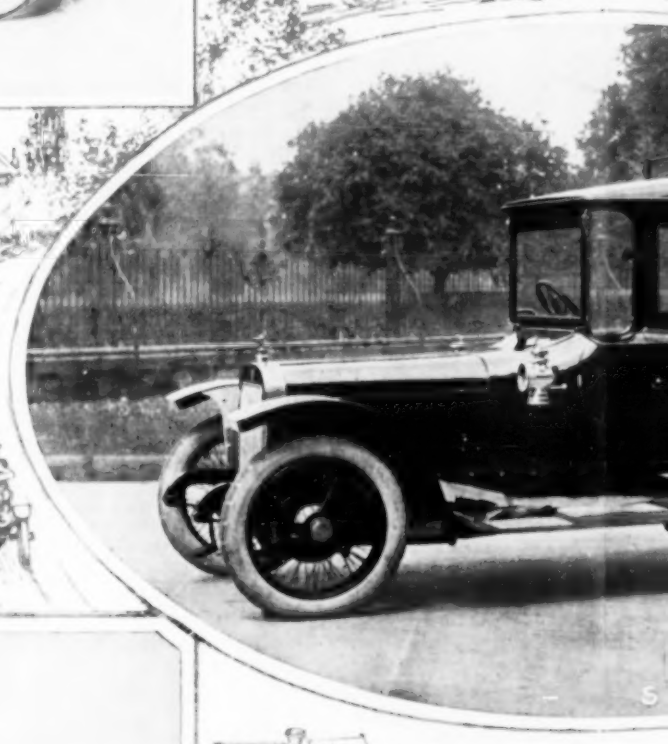
The Show visitor is advised, especially, to go to the Sheffield-Simplex Stand and consider the details of the six-cylinder chassis staged there. It is claimed that it alone is worth a special journey.

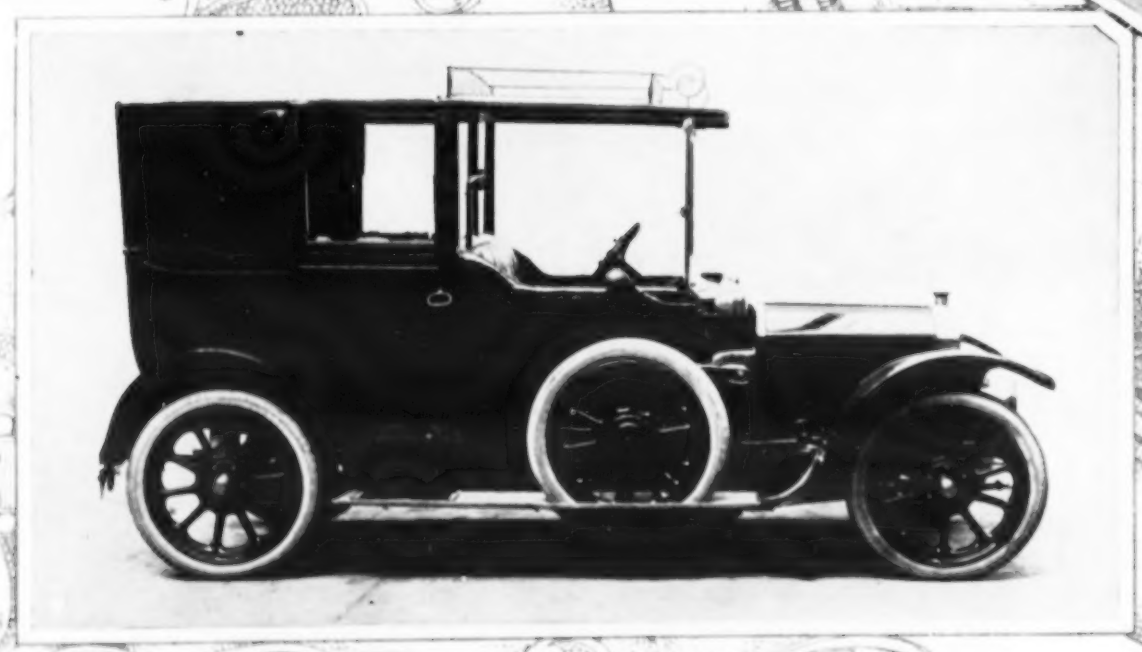
THE MARCH OF THE MOTOR-CAR TO PERFECTION:

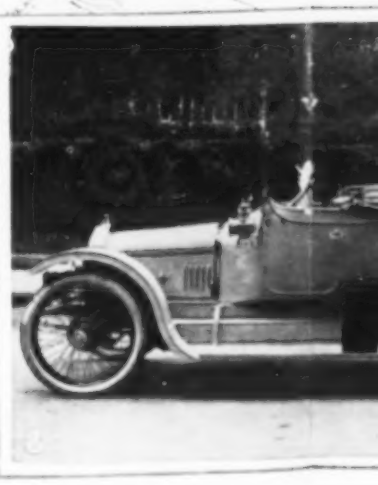












1. SET RIGHT IN THE FOREFRONT OF THE BRITISH INDUSTRY: A SUCCESSFUL SUNBEAM.

2. DRIVEN BY EDISON STORAGE-BATTERIES: THE ARROL-JOHNSTON ELECTRIC COUPÉ.

3. A FIVE-SEATER OF MUCH MERIT: A 38-H.P. SIX-CYLINDER LANCHESTER COUPÉ-LIMOUSINE.

4. A CAR OF VERY SMART APPEARANCE: THE 16-20-H.P. WOLSELEY TORPEDO-PHAETON, WITH NEWLY DESIGNED FLUSH-SIDED BODY.

5.

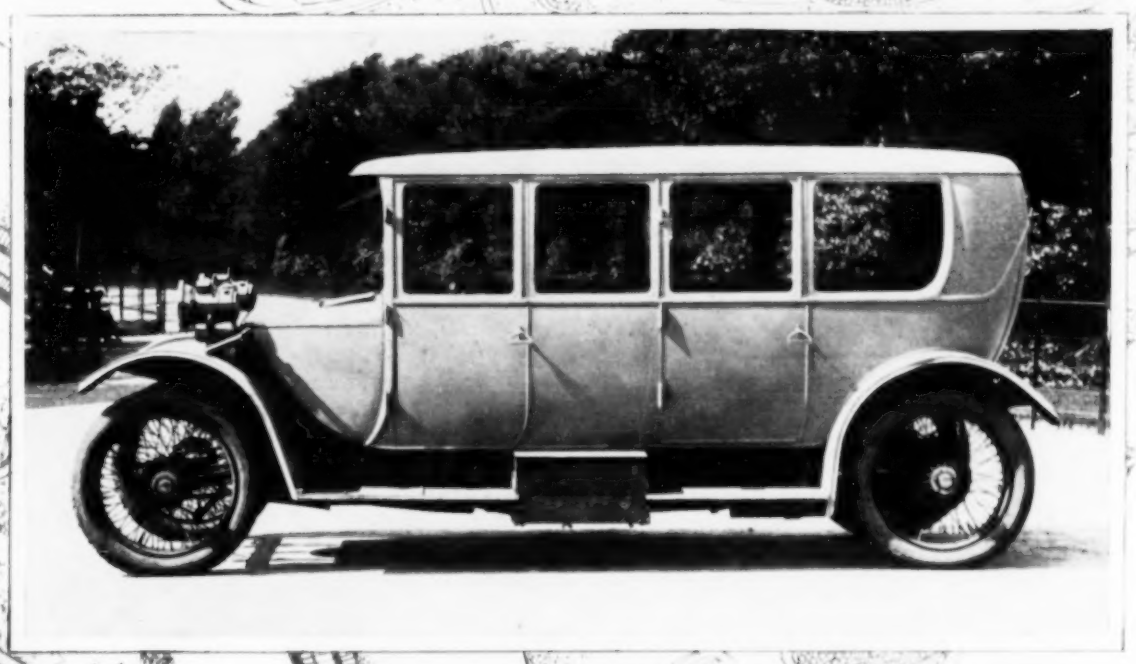
6.

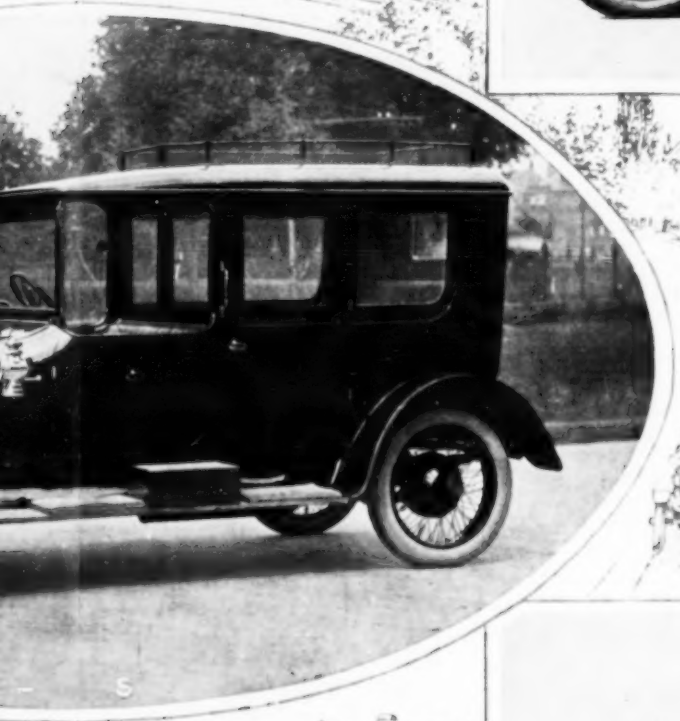
7.

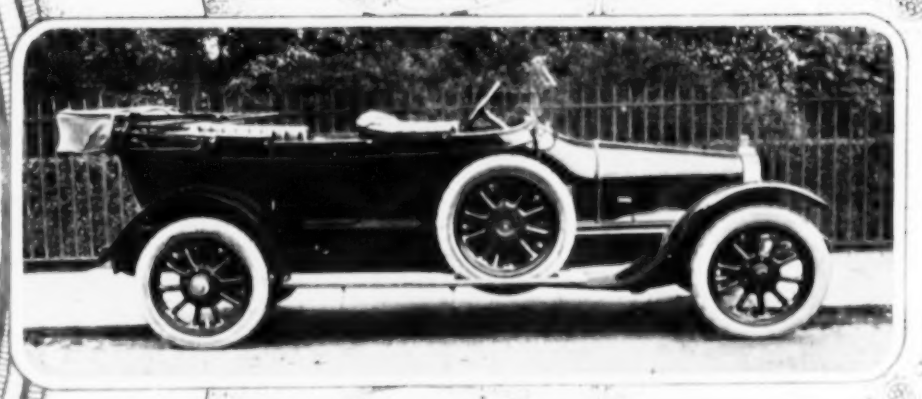
It seems almost superfluous to remind our readers that it was arranged that the great Motor Exhibition at Olympia should open on November 7 and close on November 15. It is equ

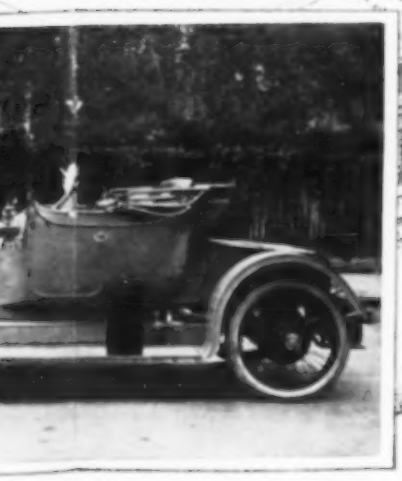
they be motorists already or mot

ION: UNUSUALLY INTERESTING EXHIBITS AT OLYMPIA.









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EDO-

5. READY FOR THE ROADS FOR £875: THE 25-50-H.P. FOUR-CYLINDER SINGLE-SLEEVE-VALVE ARGYLL LIMOUSINE-DE-LUXE.

6. FORMERLY KNOWN AS A 15-H.P.: THE 20-30-H.P. INVINCIBLE TALBOT.

7. SOLD FOR £475: THE 12-H.P. ROVER LANDAULETTE TO SEAT FOUR.

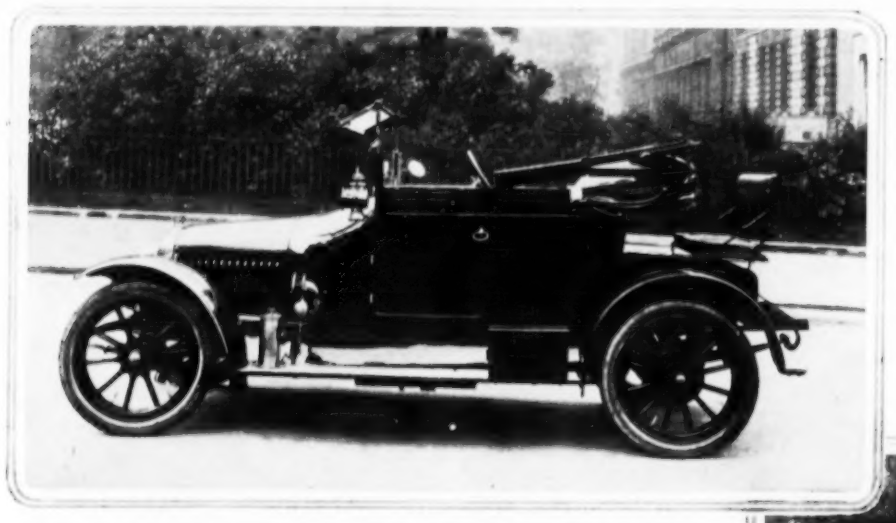
8. A NEW TYPE OF TWO-THREE SEATER: THE 15-H.P. STRAKER-SQUIRE, SOLD WITH ALL ACCESSORIES, BUT LESS TYRES, FOR £390.

9. WITH BODY MADE AT THE FIRM'S MANCHESTER BODY-WORKS: A SIX-CYLINDER ARMSTRONG-WHITWORTH CABRIOLET.

r 15. It is equally obvious that there is to be found gathered together for it everything that is best and newest in the motor-car world. All will find the Show interesting, whether already or motorists of the future.

praise, though the best evidence of its sterling qualities is to be found in the number to be seen on the road. The car is very little altered in comparison with last year, the only salient change being a lengthening of the wheel-base by six inches in the case of the four-seater. A Rotax dynamo lighting-set is now included as a part of the standard equipment, while the price remains the same as it was last year—namely, £350 for the four-seater, including full equipment of electric-lighting set, lamps, hood, screen, spare detachable wheel, and full kit of tools. At this price it is certainly excellent value, particularly when the appearance and running of the car are kept in mind. There is no "twelve" on the market which feels better under the hand of the driver than this Rover. The motor is beautifully balanced and runs like silk; acceleration is good; hill-climbing excellent—in fact, every attribute of the good car is there in full measure. The potential buyer of a car, if he be visiting Olympia, will do well not to miss the Rover exhibit on any account.

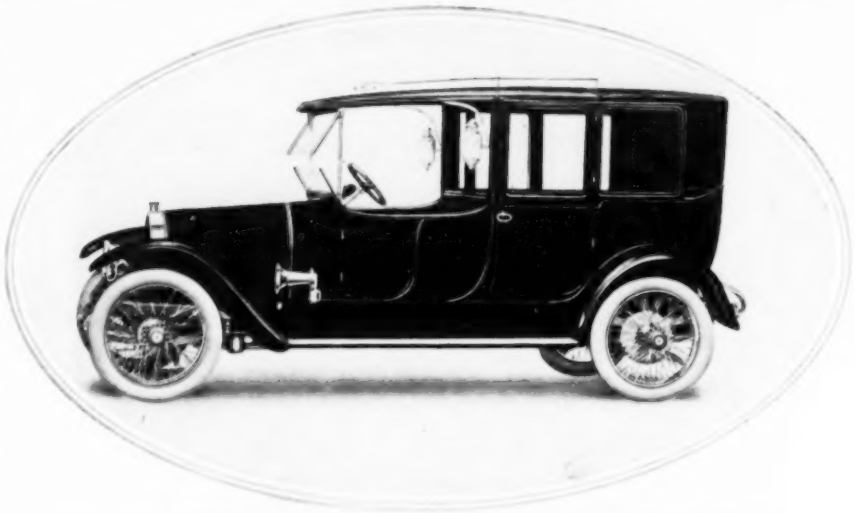
Adlers. A car of which I have a very high opinion is the Adler, which is shown by the well-known coach-builders, Messrs. Morgan and Co., Ltd., of Old Bond Street and Long Acre. Needless to say, the coach-work displayed on this stand can challenge comparison with the best there is in the Show—and that is saying a good deal. Messrs. Morgan and Co. have been remarkable, almost since the dawn of the motoring era in this country, for their close study of the coach-builder's art as applied to the motor-vehicle, with the natural consequence that the motorist who specifies a Morgan body may rest assured that he is getting something which will not only "do him well," but will be thoroughly up-to-date in all its essentials. No less than three new models are staged, these being a 9-h.p. car, with four-cylinder motor; an 11-16-h.p. four-cylinder chassis; and a 20-30-h.p. chassis. The first of these is shown both in chassis form and as a two-seater; the 11-16-h.p. model figures as a coupé-landaulette; and the 20-30-h.p. as a new patent Morgan cabrio-landaulette. The popular 14-18-h.p. car is retained, being exhibited in the form of a torpedo-touring car. Good as the Adler mark has always been, these new models impress me as being a distinct advance on last year's cars, and should do much to enhance the popularity which the Adler has always enjoyed since it made its first bid for the suffrages of the British motorist. Messrs. Morgan's are to be congratulated on the all-round excellence of their exhibits—chassis and coachwork alike—are of unmistakable merit.



THE MORGAN NEW DESIGN COUPÉ-LANDAULETTE BODY ON AN ADLER CHASSIS—OPEN.

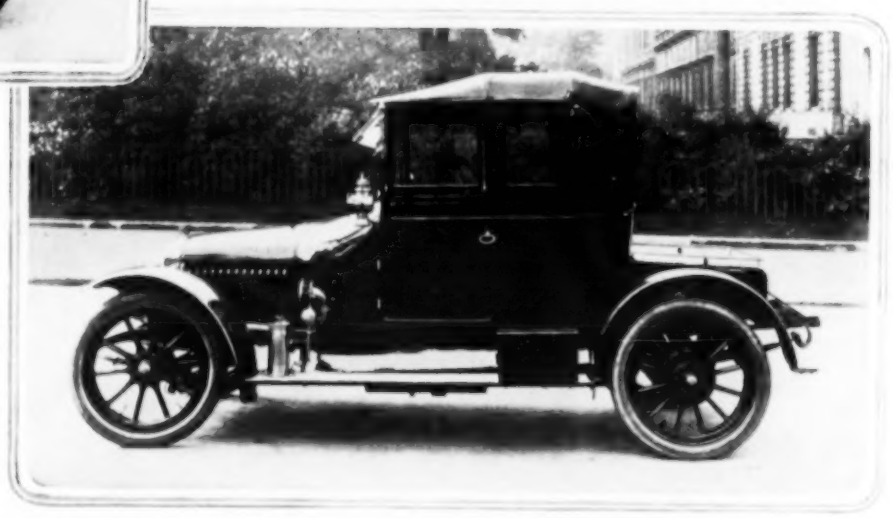
It need not be said that the coach-work shown by Messrs. Morgan, of Old Bond Street and Long Acre, is of the first rank.

Wolseleys Unchanged. The new policy of making two models only which was announced by the Wolseley Company last year seems to have proved as successful as was anticipated, since no alteration either in policy or design has been given forth for the coming season. The exhibit of the firm is thus confined to the models noted, the 16-20-h.p. and the 24-30-h.p. cars. Of the first there are staged two examples. One is a torpedo-phaeton, with a flush-sided body of very smart appearance, upholstered to match the painting, and finished as to the metal-work in nickel. The screen is two-jointed, and the hood is of the Wolseley patent type, easily manipulated by one person. The other is a limousine-landaulette. This is an extremely smart carriage, equally suitable for town work or touring. It is upholstered in cloth, and the interior is fitted with two additional folding-seats which face forward when opened. The wheels are detachable, with 820 mm. by 120 mm. tyres. The chassis details are similar to the car first mentioned, but here the frame is dropped to give a low step and to reduce the height of the carriage. The next car that falls for reference is their 24-30-h.p. limousine-de-luxe, which forms a most luxurious town carriage. The interior is upholstered in cloth with silk laces and all the windows are furnished with silk blinds. A flush-sided limousine-landaulette on a similar chassis to the one noted above completes the exhibit. The body is of an entirely new design and is of the true torpedo type. Very large quarter-lights are fitted, and the leather hood is rounded at the back. This carriage is upholstered in cloth, and the interior is fitted with two additional folding seats. All four cars are fitted with C.A.V. electric-lighting sets, which are standard for all 1914 Wolseley cars, while the compressed-air self-starter is fitted optionally, as last year.



WITH COACH-WORK FROM NORWICH: A MANN, EGERTON LIMOUSINE-LANDAULETTE ON A 26-H.P. MINERVA CHASSIS.

Messrs. Mann, Egerton and Co. are showing two cars whose bodies were built in their Norwich works.



THE MORGAN NEW DESIGN COUPÉ-LANDAULETTE BODY ON AN ADLER CHASSIS—CLOSED.

A LUXURIOUS TOWN CARRIAGE: THE 24-30-H.P. FLUSH-SIDED WOLSELEY LIMOUSINE-LANDAULETTE.

The interior of this is upholstered in cloth with silk laces, and all the windows have silk blinds.

Mann, Egerton Coach-work. Visitors to the Show who may be interested in coach-work should not miss the exhibit of Messrs. Mann, Egerton and Co., of Norwich and London, who are showing, on Stand 160 in the coach-building section, two cars built in their Norwich works. One of these is a very fine limousine-landaulette on a 26-h.p. Minerva chassis, and the other a streamline torpedo touring-body on a 30-35-h.p. Napier. The former is a more than ordinarily handsome car in black, with white lines and white chassis, and the open car is painted in ivory-white, with fine black lines and black chassis. Both cars have the metal-work finished in silver, and the clean and graceful lines of the bodies show up extremely well on the parquet flooring of this well-appointed stand. For comfort, convenience, and appearance these two cars will easily bear comparison with anything there is in the Show.

Beldam Tyres. The principal feature of this exhibit is the "Beldam de Luxe" all-rubber tyre, which has already achieved a great reputation for long life and freedom from punctures. The special design of this tyre leads to the lateral displacement of the rubber and greatly minimises the "heaping-up" circumferentially. This lateral displacement of the rubber means decreased tendency to flint-cutting, increased speed, and greatly increased life. Lateral displacement means also less friction between the rubber tread and canvas walls, making the extra depth of tread possible and minimising punctures. In addition, there are now introduced two new types, both founded on the same design and of the same high quality, but intended to meet the demands of cheaper motoring. The Beldam "V" groove is designed to give motorists a rubber tyre suitable for all conditions of roads. Grooves alone only take up circumferential slip, and are of little use for side-slip—the flexible "V's" effectually prevent side-slip, in addition to leading the displacement of the rubber tread in a lateral direction. The Beldam "V" steel-studded is also designed on the effective "V" principle, and has ordinary steel studs firmly fixed in the grooves, giving the steel grip, in addition, necessary to certain conditions of roads.

Victorious Peugeots. A car that has been much in the public eye by reason of its racing successes is the Peugeot, several models of which are shown on Stand 32. To have won both the Grand Prix and the Coupe de l'Auto in the one season is a feat to be proud of, and, despite the talk there has been about "special" racing-cars, it is impossible that the reflex of successful racing should not be seen in the design of the firm's touring-cars. I myself am a firm believer in racing as a means to the end of development, and I argue that my view is correct for the reason that the firms who are most successful in racing almost invariably turn out a car of high efficiency, and, what is even more to the point, more than average popularity. The Peugeot exhibit comprises specimens of the 40-50, 20-30, 14-20, 12-h.p. "Lion," and 6-h.p. "Baby" Peugeot cars. There appears to be little difference save in detail between the Peugeot models as displayed at Olympia and those which figured there a twelvemonth ago. Nor is there any marked departure from conventional practice manifested in the designs: the Peugeot is just a good car on accepted lines, with efficiency written all over it. This is distinctly an exhibit which is worth spending some time over.

Successful Sunbeams. By their extraordinary succession of racing performances, the Sunbeam Company have put their car right up in the forefront of the British industry, and their stand

62 HIGHEST AWARDS IN 1913

FIRST TO TRAVEL 100 MILES IN 1 HOUR

INVINCIBLE TALBOT

PROGRAMME OF 1914 MODELS.

12 h.p. R.A.C. Rating. 15.8 h.p. Brake h.p., 28. Tax £4 4s. Four-cylinder Engine, 80 mm. bore, 120 mm. stroke. Complete with Four-seater Torpedo Body, Taper Bonnet, "One-Man" Hood, Adjustable Screen, Hooter, and Dynamo Electric Lighting Set, with 5 Lamps. Detachable Wheels and one Spare, with 815 by 105 mm. tyres. **£410**

With Two-seated Body, equipped as above **£400**

15-20 h.p. R.A.C. Rating. 15.8 h.p. Brake h.p., 35. Tax £4 4s. Four-cylinder Engine, 80 mm. bore, 130 mm. Stroke. Chassis Price £350, with Tyres. Complete with side entrance Streamline Torpedo Body, Taper Bonnet, "One-Man" Hood, Adjustable Screen, Hooter, and Dynamo Electric Lighting Set, with 5 lamps. Detachable Wheels and one Spare, with 815 by 105 mm. Tyres **£460**

With Two-seated Body, equipped as above **£450**

20-30 h.p. R.A.C. Rating, 20.1 h.p. Brake h.p., 43. Tax £6 6s. Four-cylinder Engine, 90 mm. bore, 140 mm. stroke. Equipped with Shock Absorbers, Detachable Wheels and one Spare, with 820 by 120 mm. Tyres.

Chassis £425 with Tyres.

With Side Entrance Streamline Body ... **£495**
With Two-seated Streamline Body ... **£475**

20-40 h.p. R.A.C. Rating, 23.8 h.p. Brake h.p., 45. Tax £6 6s. Six-cylinder Engine, 80 mm. bore, 120 mm. stroke. Fitted with Shock Absorbers and Dynamo Electric Lighting Set with 5 Lamps. Detachable Wheels and one Spare, with 820 by 120 mm. Tyres.

Chassis £565 with Tyres.

With Side Entrance Streamline Body ... **£645**

25-50 h.p. R.A.C. Rating, 25.6 h.p. Brake h.p., 55. Tax £6 6s. Four-cylinder Engine, 101.5 mm. bore, 140 mm. stroke. Fitted with Shock Absorbers, Detachable Wheels, and one Spare, with 820 by 120 mm. Tyres.

Chassis £515 with Tyres.

With Side Entrance Streamline Body ... **£610**
With Two-seated Streamline Body ... **£570**

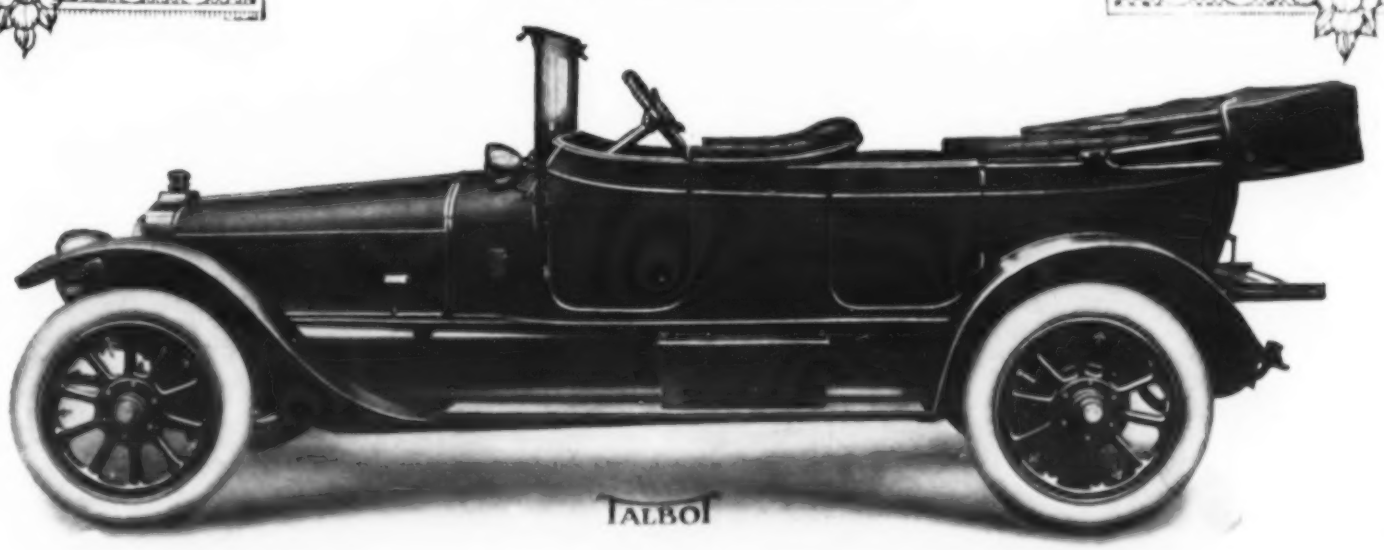
Catalogue with Illustrations and Prices of latest types of Bodies on request.

On View at STAND No. 70 Olympia.

Choose a Talbot for its *investment* value. No car has won so many awards in Hill-climbing, Reliability and Petrol-economy trials. None offers such an assurance of lasting and efficient road service.

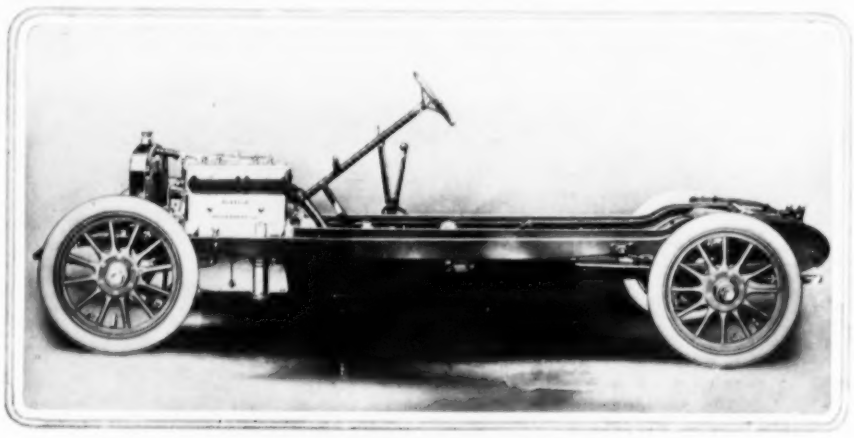
CLEMENT TALBOT LTD. Automobile Engineers and Manufacturers, Barlby Road, North Kensington. **LONDON, W.**

FREE ON REQUEST. A 48-page Souvenir Booklet, profusely illustrated with photographs of the winning TALBOT Cars in Speed, Hill-climbing and Reliability Trials this season.



20-30 H.P. MODEL with STREAMLINE TOURING BODY.

is thus bound to be a centre of interest during the whole of Show Week. Their exhibit consists of a 12-16-h.p. polished chassis; a 12-16-h.p. torpedo touring-car; a 16-20-h.p. cabriolet; and a polished chassis of the 25-30-h.p. six-cylinder type. There are no changes to record in the main design of the Sunbeam, though certain detail-improvements have been carried out during the year. For example, the gear-box has been set farther back in the frame, so as to admit of a lengthening of the shaft between clutch and gear-box, thus reducing the angularity due to variations of alignment consequent on frame-flexion. Again, the fan will in future be belt-driven instead of the drive being through skew-gears, whereby greater silence will be obtained. The lubrication has been improved, a larger silencer fitted, and the rear brakes have been made more powerful. With regard to the standard body-work, adjustable front seats have been provided, whilst great care has been taken to eliminate unnecessary rattling. For this purpose door-fittings of special design have been incorporated. Another point is a new form of one-man hood, which appears to be as efficient as it is simple. It is impossible to leave the Sunbeam exhibit without referring to the wonderful career of this car in road races, at Brooklands, and in hill-climbs. Apart from other noteworthy successes, Sunbeams were second in the two great road races of the year, the Grand Prix and the Coupe de l'Auto, and were the most consistently regular of all the cars running in both races. Moreover, the Sunbeam engines were of standard design, and were not specially constructed racing types.



IN THE FOREFRONT OF THE BRITISH INDUSTRY: THE 12-16-H.P. SUNBEAM CHASSIS.

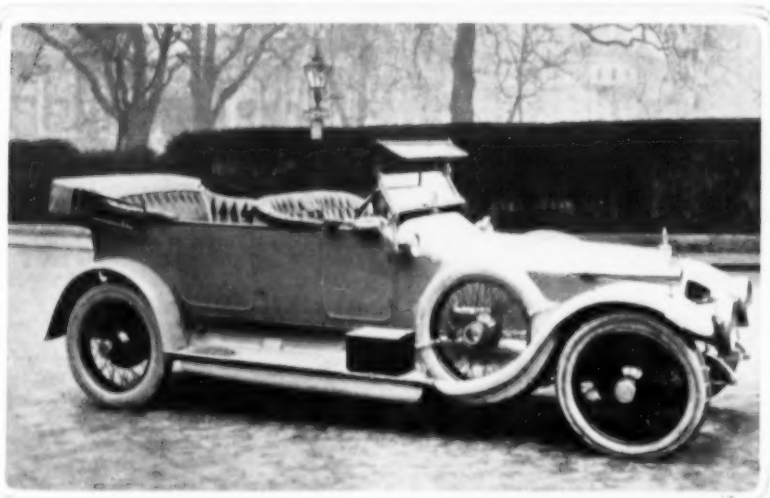
The Sunbeam Company have put their car very much to the fore, thanks to a splendid succession of racing performances.

Armstrongs from Elswick. The 1913 chassis exhibited by the famous firm of Sir W. G. Armstrong, Whitworth, and Co., do not, with one exception, show any changes beyond those of minor details from those which figured at the exhibition of 1912. The deservedly popular 15-20 and 17-25-h.p. models are retained, and need no detailed description; while the 30-50-h.p. chassis, which has taken its place among the few really successful six-cylinder cars, again only differs in minor points from the model as introduced at Olympia two years ago.

There is one interesting new model, however. This is the 20-30-h.p. chassis, which a fortnight ago I was able to put through a road test, and of the results of which I wrote in *The Illustrated London News* of a week since. This is really a most interesting car, apart from its running, which is unexceptionable. It has a motor of the four-cylinder monobloc type, with a bore of 90 and stroke of 130 mm. The crank-shaft is of the five-bearing type, and should be—as, indeed, it is—absolutely free from whip or that objectionable "period" which is characteristic of some engines the crank-shaft of which is not so well supported. Lubrication is effected by a pump, which draws oil from the sump beneath the crank-case, delivering it through a copper pipe cast into the case, and through pipes cast into the webs of the bearing-caps to the main bearings. The oil is thus delivered to the under-side of the bearing, where the pressure is greatest. Cooling is effected by the aid of a centrifugal water-pump and honeycomb radiator, which latter has a powerful belt-driven fan mounted behind it. A noteworthy feature of this fine car is that it is fitted with a combined electric self-starter and lighting plant, which sets the final seal of efficiency on the whole. A multiple-disc clutch, which is about the most easy to operate that I have had experience of, conveys power from motor to gear-box. The latter is of the four-speed, gate-operated type; while the final drive is through a Lanchester worm-gear to the live axle. Dunlop wire-wheels are fitted. Altogether, this new Armstrong-Whitworth impresses me as being one of the most noteworthy cars in the Show.

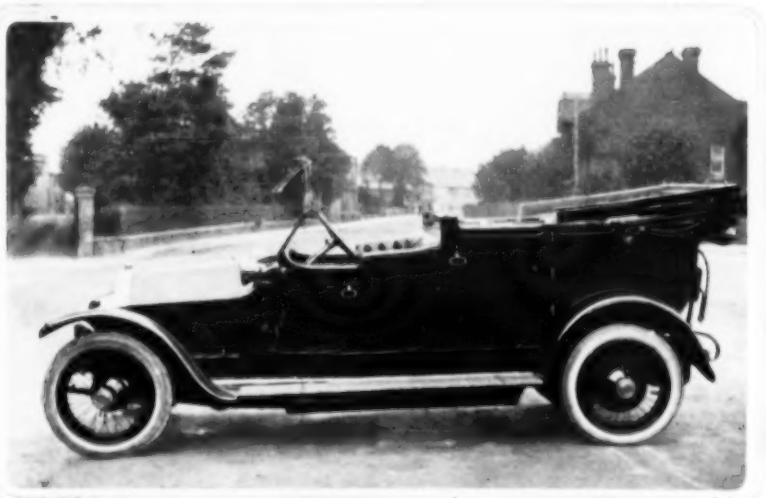
F.I.A.T. The famous F.I.A.T. firm has sprung a genuine surprise on the British motorist by bringing out a car which falls well inside the moderate-priced category. The car in question is a light and essentially workmanlike 12-15-h.p. four-cylinder F.I.A.T., a replica in chassis-construction of the higher-powered models for which the Italian firm has made itself famous. It is fitted as a touring-car, ready for the road, with hood, side-curtains and cover, wind-screen, complete set of lamps, Michelin detachable rims, and full kit of tools. The motor is of the well-known F.I.A.T. four-cylinder, monobloc design, with bore and stroke of 70 mm. and 120 mm. respectively. All the chassis details are in strict accordance with the practice of the firm, and when I say that this new car is to be sold as it stands at £365, the reader will agree that it is a surprise indeed, since the F.I.A.T. concern has made its reputation as a constructor of "class" cars. The history of this new vehicle is interesting. So much has been heard of "cheaper motoring" of late, and of cars at "reasonable prices," that the F.I.A.T. Company set itself to think out how an undoubted demand could be met. Now, low price can only be achieved by virtue of a comparatively large output, and the Turin works decided that if it could turn out and sell three thousand of these cars in a year the thing could be done. Accordingly, branches and agencies were asked for their views, and the reply was unanimously in favour of the new idea. So well, indeed, was it received that an even larger number could have been sold had it been possible to manufacture them; and from what I am told, the motorist who desires to possess himself of one of these very fine cars will have to place his order early or he will be disappointed. Of course, the F.I.A.T. exhibit at Olympia includes all the models in which the firm has specialised in past years, but I imagine that it will be found during the week that the principal interest centres about this wonderful new production.

Maythorn and Co. Messrs. Maythorn and Co., the well-known coach-building firm of Biggleswade, are showing a magnificent 45-50-h.p. Mercédès, with one of their "Exmouth" torpedo-bodies, which is painted in ivory-white with dark-blue leather upholstery. The finish is superb, while the lines of the body are very taking to the eye and quite in Maythorn's best style. As a car, the vehicle is a most luxurious one, and is fitted with every conceivable aid to comfort and convenience.



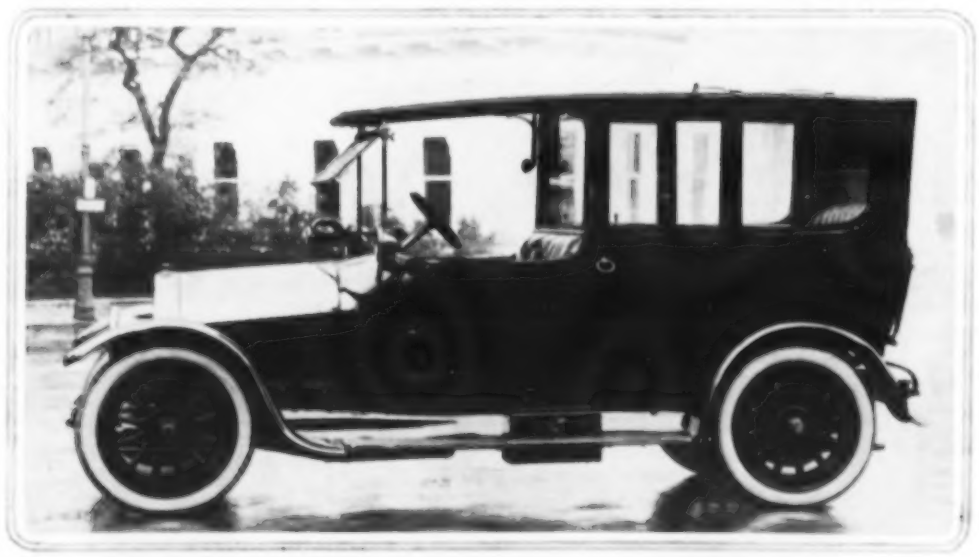
REALLY SUCCESSFUL: THE 30-50-H.P. SIX-CYLINDER ARMSTRONG-WHITWORTH TOURING-CAR.

The 30-50-h.p. chassis, which is one of the few really successful six-cylinders, differs in minor points only from the model of two years ago.



WITH COACH-WORK BY MAYTHORN AND SON: A SIDE-LIGHT CABRIOLET ON A LANCIA CHASSIS (NOT SHOWN AT OLYMPIA).

At Olympia, Messrs. Maythorn and Son show a fine 45-50-h.p. Mercédès with one of their "Exmouth" torpedo bodies in ivory-white.

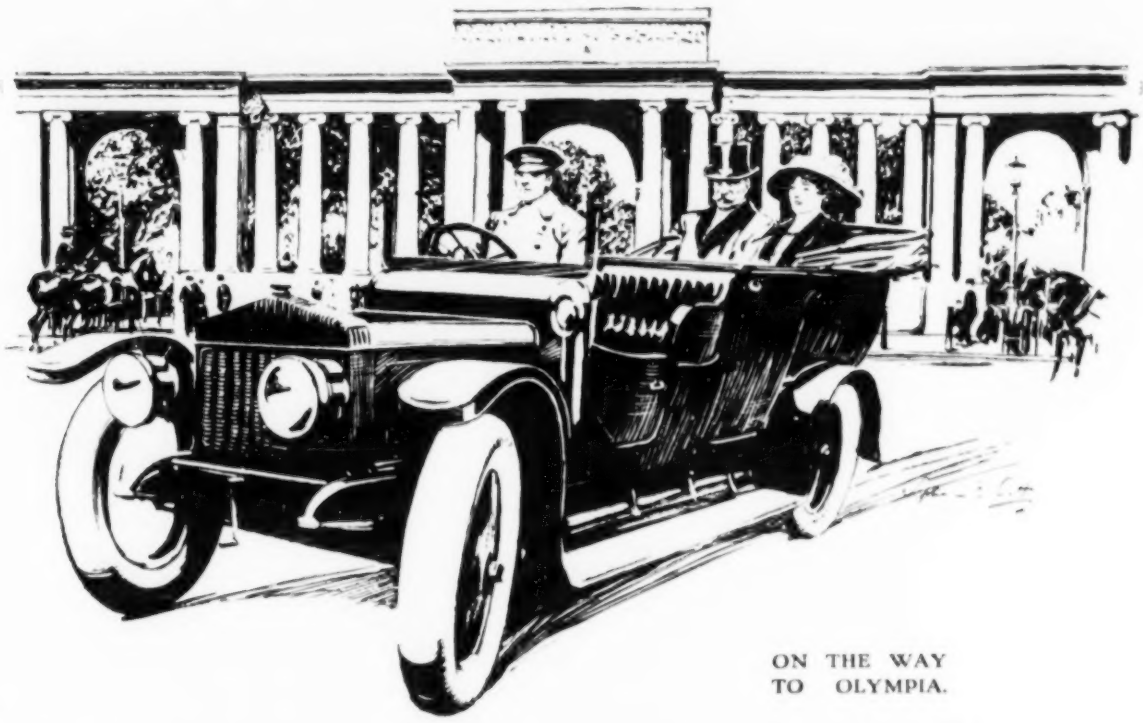


A CAPITAL CAR: THE 35-H.P. F.I.A.T. LIMOUSINE-LANDAULETTE, WITH VAN DEN PLAS BODY.

This has electric-lighting installation, Michelin detachable rims, and Michelin tyres.

Seabrook Solars. The firm of Seabrook Brothers are exhibiting a large variety of their famous Solar lamps. These head-lamps, with their special short focus lens-mirror, are practically the same as last year's, the successful design of the latter leaving little room for improvement. The Solar lens-mirror, being placed near the flame, catches a much greater proportion of light than in most designs, which is projected forward in a practically parallel beam, while the method of annealing to which it is subjected in its manufacture prevents the possibility of its becoming cracked by the flame. The lamps are particularly efficient in consequence of this construction, and the flare front-reflector fitted helps the direct rays, which are so necessary to illuminate the hedges and ditches. The external construction is particularly clean and the outline is pleasing.

A Glass that Does Not Splinter. In these days when so much glass is used in car construction, the effects of an accident are apt to be far more serious than they were at a more remote period of motoring history, before the use of wind-screens and closed bodies



ON THE WAY
TO OLYMPIA.

Let it not be recorded that you choose less than the best.

At a first glance, the tyres exhibited at Stand No. 189 ANNEXE may seem to be quite ordinary tyres just the familiar circular cylinders of imprisoned air which have made motoring possible. Closer examination, however, will reveal the fact that they are not ordinary tyres at all don't stop reading, please, we are not going to say they are unpuncturable or unburstable, or anything of that sort they are not ordinary, because the Rubber Tread is finer, tougher, and more elastic than on other tyres, the fabric casing is made from SEA ISLAND Cotton highest priced and highest quality cotton known and the rubber that welds these fabric plies together is PURE PARA. These material qualities would not of themselves make the tyre valuable, for material without workmanship is profitless, but these particular tyres are models of skill, accurate in shape and balance, and faultless in mould the highest known examples of the pneumatic principle the last word in Tyre Science. They are made in the World's greatest Tyre Factory a Factory which produces more tyres per day, month, or year, than any other employing over 15,000 hands, and at the present moment working double tides to cope with a constantly increasing demand from every quarter of the globe the result of 50 years' devotion to QUALITY IN RUBBER. They are, in short, the tyres you want on your new car, your old car, on all your cars, and they are called

GOODRICH TYRES

STAND 189 OLYMPIA.

STAND 189 OLYMPIA.

Manufactured by THE B.F. GOODRICH CO., LTD., 117-123, GOLDEN LANE, LONDON, E.C.

IT CRACKS BUT DOES NOT SPLINTER: THE RESULT OF A SEVERE BLOW ON TRIPLEX GLASS.

The value of a glass which, although, of course, it will crack, will not splinter, will be apparent to any motorist who has seen a motor accident.

became general. In the records of motor accidents, we find almost invariably that grave injuries are caused to those involved by flying splinters of glass or through people being projected through the screen or windows. Any invention, therefore, which tends to minimise the danger which this implies must be certain of close attention from those interested, and particularly from the motorist, who is the one most exposed to the danger. Chas. Jarrott, Ltd., are showing specimens of a new glass, called "Triplex," which certainly fulfils all the essentials of a safe material for screens and windows. It consists of two sheets of glass with a sheet of xylonite between, the whole being made homogeneous by a special process. It is perfectly clear—as transparent as ordinary glass, in fact—and no matter what sort of blow it may meet it will not fly as does ordinary glass. I have seen "Triplex" put through the most extraordinary impact tests—tests which utterly destroyed even wired glass—and it stood the ordeal perfectly. It breaks, of course, but the xylonite keeps pieces from flying. My own personal opinion is that no other type of glass ought to be used in motor-car construction. This is strong, I know, but then I am speaking by the book.

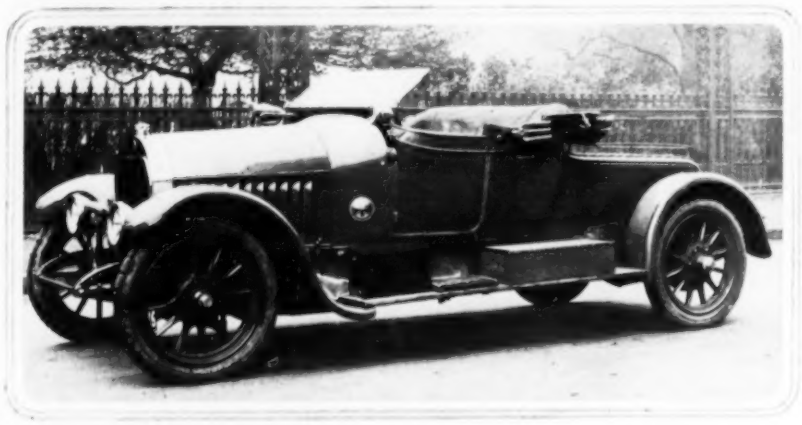
Austro-Daimler. A much-altered car, so far as outward appearance at least is concerned, is the Austro-Daimler in its various models. It was always a smart-looking car, but with its new pointed radiator and tapered bonnet, the lines of which flow in an easy sweep into the dash, it is even handsomer than ever. The cars shown on the Austro-Daimler Stand comprise the 16-18-h.p., the 16-25-h.p. "Alpine," the 20-30-h.p., and the 27-80-h.p. "Prince Henry" models. The last-named is the only one which has not been familiar in this country, since it is practically new, the engine having been entirely re-designed so as to meet the special requirements of the British market. The other models have been subjected to a refining process in details, so that they may be said to be much in advance even of last year's cars of this famous mark.

OUTWARDLY AT LEAST A MUCH-ALTERED CAR: THE 20-30-H.P. AUSTRO-DAIMLER.

With its new pointed radiator and tapered bonnet, the Austro-Daimler is even better-looking than hitherto.

F.N. Cars. Some very fine cars come to us from Belgium, and among them the F.N., which is made by the famous Liége firm, the Fabrique Nationale des Armes de Guerre, stands high. The principal interest of the exhibit at Olympia centres around the new 10-h.p. four-cylinder car, which has been made to meet the demand for a moderate-powered car at a low price. In all respects ready for the road, this car is listed at £250, and, if I am any judge of a car, there is nothing cheap about it but the price. It is a really well-designed and well-finished car. This model is shown as a finished car and also in chassis form. In addition, there are also shown a two-seated 12-14-h.p. car; a 14-h.p. torpedo four-seater; and an 18-24-h.p. limousine, with body-work by Joachim, of Liége.

Goodrich Tyres. It is never an easy task to write about tyre exhibits, for the chief reason that it is next door to impossible to judge as between the merits of any two tyres on appearance alone. One tyre looks as much like another as the proverbial peas, and it is only on the hard high road that we can really get at any approximation of relative merit. It is impossible for a motorist of average mileage, if I may put it that way, to get first-hand data of the running of every make of tyre advertised for his consumption—he can at most only run through a comparatively limited list. But if he starts with the Goodrich, his experience in general is apt to be even more restricted, for the reason that he is not in the least likely to desire to change the brand. At least, that is my own experience. Beyond all question, the Goodrich in any of its various patterns is an excellent tyre. Therefore, the company's exhibit interests me. Their stand is in the Tyre Section (No. 189), and here are to be seen the rubber-studded non-skid; the round tread; the metal-studded non-skid cover; Goodrich inner tubes, made from the grey Para rubber; Goodrich detachable rims; and all the hundred-and-one accessories in which the great tyre-firms specialise. The detachable rim is rather interesting. The principle consists of two rings, of which the inner is continuous and the outer is split transversely and tongued and grooved to fit the rim-base. The ends of this outer ring are held together with "L"-shaped lugs with cap and "T" bolt, all notched in the rim-base, forming a positive safety-lock. The outside ring can be removed without disturbing the position of the tyre, which can then be instantly detached by freeing the lock-nut, cap, and "T" bolt, and springing off the flange with the tool provided. This rim prevents water or grit penetrating inside the tyre, and the consequent danger of rust-adhesion.



THE 1914 MODEL: THE 18-H.P. TWO-SEATER F.N.

This is fitted with a Rotax electric-lighting set. The body-work is by Messrs. Bennett Bros. The chassis comes from Belgium, from the Fabrique Nationale des Armes de Guerre.

Joseph Sankey and Sons. This exhibit consists for the most part of examples of the Sankey Patent Steel Wheel, which has achieved a remarkable reputation for reliability under every circumstance. Owing to its special method of construction, it is, although light, exceedingly strong, and tests have proved it to be superior in this direction to any wood wheel. It is also claimed for it that it is unaffected by any climatic conditions, and that for this reason it is specially suitable for hot and for damp climates. Its largely increased use by motor-car manufacturers in this country, as well as in France and America, proves that its claims are well founded. It is certainly very handsome in appearance, and, as there are no sharp corners, it has the additional advantage of being easily and quickly cleaned. It is made in all sizes suitable for pleasure-vehicles, as well as for the lightest of light cars. It is shown equipped with hubs on the "bolt" detachable principle; on the "quick" detachable principle, which is the subject of special patents; and on the "Sankey-Austin" detachable principle. A further example is shown in connection with the Warland patent detachable dual rim. The Sankey Steel Wheel is making many friends.

A POPULAR CAR IN THE MODERATE-PRICED CLASS: THE 15·9 STAR.

The new 15·9 Star is much as was the old, but it has been made much handsomer. It is sold complete, for £400.

Moderate-Priced Stars. Always a popular car in the moderate-priced class, the Star should, on its looks, attain to an even higher place in its class during the coming year. Generally speaking, the "fifteen-point-nine," which is the mainstay of the Star exhibit, remains as it was last year, except that it has been improved in certain of its details, and has been made a much handsomer car by the incorporation of the fashionable pointed radiator and streamline bonnet and dash. Another marked advance is the addition as standard of an electric-lighting dynamo. The popular Rotax has been chosen, and, to my way of thinking, greatly enhances the selling attraction of the car. The other Star models which have hitherto assisted to keep the name of this enterprising concern well in front are still retained, and are to be seen on the stand at Olympia. They are well worth seeing.

American Cadillacs. On the stand of Messrs. F. S. Bennett, Ltd., will be found the Cadillac, one of the best, as it certainly is the most original, of cars which come to us from America. I am afraid there is very much of a disposition to think that, because a car has its origin in America, it must be of the cheap kind. In the case of the Cadillac, such an idea, if it is entertained in the mind of the reader, may be

KNOWN FOR RELIABILITY UNDER ALL CIRCUMSTANCES: THE SANKEY PATENT STEEL WHEEL.

Although light, the wheel is exceedingly strong, and it is claimed for it that climatic conditions do not affect it.

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You have seen! You have tried!! You have almost decided!!!

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WHICH WAY WILL YOU FALL ? ? ?

Save yourself NOW by allowing us to advise you in your selection. Remember!! We are able to supply absolutely **any** make of car and are therefore in a position to "mould your choice to your requirements."

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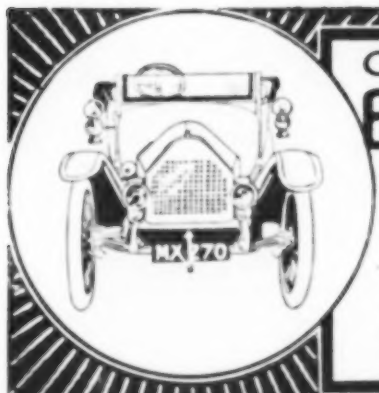

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'A Place in the Sun'

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Belsize Motors Ltd., Clayton, Manchester.

Olympia: Stand 102

OLYMPIA — *The leading medium-powered motor carriage* * — STAND 91

The 25 h.p. Vauxhall

with its improvements, with its three years' guarantee, and priced at £480 stands out as one of the most attractive offers under the roof of Olympia.

* "The happiest solution of a combination of problems presented by the public to the maker of medium sized motor carriages." . . . . "I do not know of a big-powered car in the land that shows to better advantage on really steep gradients on the top gear than does this middle-sized Vauxhall." Mr. H. MASSAC BUIST

VAUXHALL CHASSIS PRICES AND ROAD-READY PRICES

A type 16-20 h.p., 90 x 120, £375 — B type 35 h.p. 6-cyl. 95 x 120, £650
D type 25 h.p., 95 x 140, £480 — C type 25 h.p. P. H., 95 x 140, £515

COMPLETE CARS WITH ALL NECESSARY ACCESSORIES

16-20 h.p. 4-seated open car, £480; 25 h.p. landaulette, £735; 25 h.p. Sutherland three-quarter cabriolet (patent quick-change hood), £785; 25 h.p. limousine, £750.

75 Firsts Won in 1913 Competitions

Vauxhall
The Car Superexcellent

Climbing Fuel Mileage Reliability

VAUXHALL MOTORS, LIMITED, 180-2, Gt. Portland St., W.
Telephone: Mayfair 3955-6. Telegrams: "Whirling, London."

dismissed at once. The Cadillac is a car which has appealed to the British motorist for ten years, growing in popularity all the time, simply and surely as a consequence of its own intrinsic qualities. Almost every year, too, the Cadillac people have sprung a surprise upon us. They were the first to introduce the electric self-starter,

FITTED WITH ENGLISH-BUILT INTERIOR-DRIVE LIMOUSINE BODY: THE 20-30-H.P. CADILLAC.

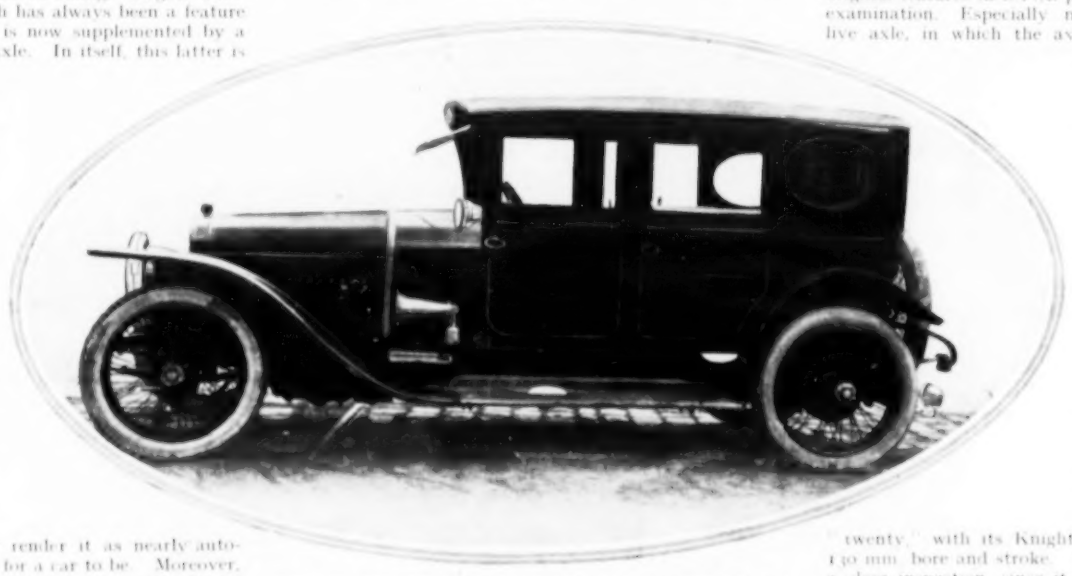
The Cadillac is one of the best as well as one of the most original of the cars from America. It has a ten-year reputation in Great Britain.

which bids fair to become a standard fitment on all high-powered cars. This year has been no exception to the Cadillac rule, for they have in good earnest given us something to talk about. To come to the point at once, the new Cadillac affords no less than six changes of gear-ratio. The three-speed gear-box which has always been a feature of the car is retained, but it is now supplemented by a double bevel-gear in the rear axle. In itself, this latter is not precisely a novelty, since the system was tried with indifferent success by more than one European constructor as long as seven years ago. But in the method of its operation this new Cadillac gear is certainly unique, since the changes of gear in the axle are made by simply pressing a magnetic switch. The changes of ratio in the gear-box itself are operated in the usual manner through a hand-lever in a selector quadrant of conventional type. The electric self-starter and lighting-dynamo are retained, together with all the features which have made the Cadillac so popular a car. The alterations and additions which have been made to this most notable car render it as nearly automatic in operation as it is good for a car to be. Moreover, it need not be feared that these changes have introduced such complication to the design that there is any loss of dependability. On the stand will be seen certain certificates of performance under the seal of the Royal Automobile Club, as will effectually set any such doubts at rest.

T Sturdy Belsize. The success which has attended the Belsize models for 1913 and the Belsize policy of giving the utmost possible value for money, has been so great that little change has been found necessary, either in policy or design, for the coming season. Three models only are to be made, these including the 10-12-h.p. four-cylinder, 15·9 four-cylinder, and 18-22-h.p. six-cylinder. In each the attempt is apparent to give even better value than heretofore. The 10-12 is improved in several points appertaining to comfort, the body being made more roomy and brought closer to the ground by the simple expedient of fitting flatter suspension-springs. A new form of shock-absorber is also fitted, and one or two minor changes in detail have been carried out, the sum of which tends to a marked increase in the comfort of the car. The "fifteen-point-nine" has also been improved in matters affecting comfort. This model has been quite successful in landaulette form, and for this type of car the Belsize Company is making a chassis with rounded radiator with a view to improving the general lines of the car. The six-cylinder model remains essentially as it was a year ago. It is a chassis interesting to that large class which would like to possess a vehicle having all the attributes of the "six" at a moderate cost.

To Circumvent the Puncture Fiend. Some time ago I noted the coming upon the market of a new compound for the prevention of punctures, the name of which was, aptly enough, "Puncture Seal." Since I wrote, I have had this compound under observation and am fully able to confirm what I then said about it—that it does, in fact, prevent air-leakage from the effect of punctures. I am convinced that it is a good thing.

Hispano-Suiza Fliers. Hispano-Suiza cars are being shown on Stand No. 123. The models there include the famous "fifteen-point-nine," with its motor, which has the extraordinary stroke-bore ratio of 2·25—the dimensions are 80-by-180 mm—and which has really made the high reputation for speed

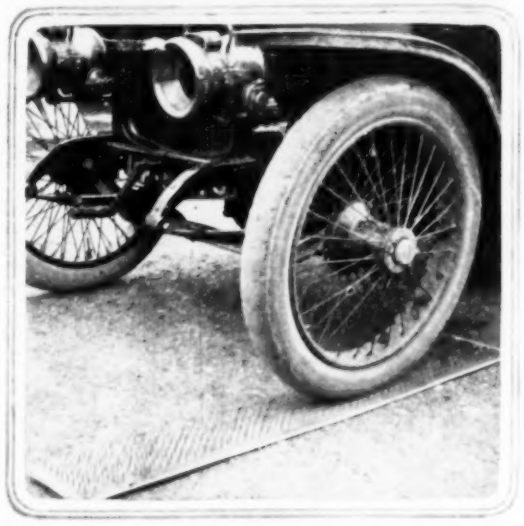


SUPPLIED TO THE COUNT DE POLIGNAC: THE 15·9 HISPANO-SUIZA.

This has a motor with the extraordinary stroke-bore ratio of 2·25.

enjoyed by this mark; a new chassis with an engine which has the very useful dimensions of 100-by-180 mm. bore and stroke respectively; and a 90-by-150 mm. chassis. Each of these three models is supplied in three lengths of wheel-base, so as to be adaptable either to bodies of the two or four-seated type or for use with a body of the closed town-carriage variety. The Hispano-Suiza is an exceptionally fine job, and the exhibit will repay a close inspection.

S.P.A. Messrs. Thos. Green and Son, Ltd., show a series of the well-known S.P.A. cars on Stand 82. These include an 18-25-h.p.

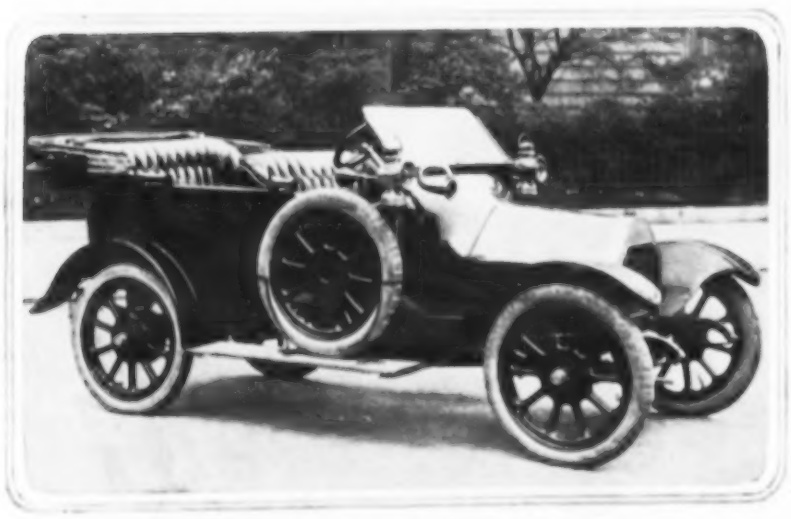


PUNCTURE-SEAL: A DAIMLER LANDAULETTE AT REST ON A BOARD OF 2½-IN. WIRE NAILS.

Puncture-Seal is a new compound for the prevention of punctures.

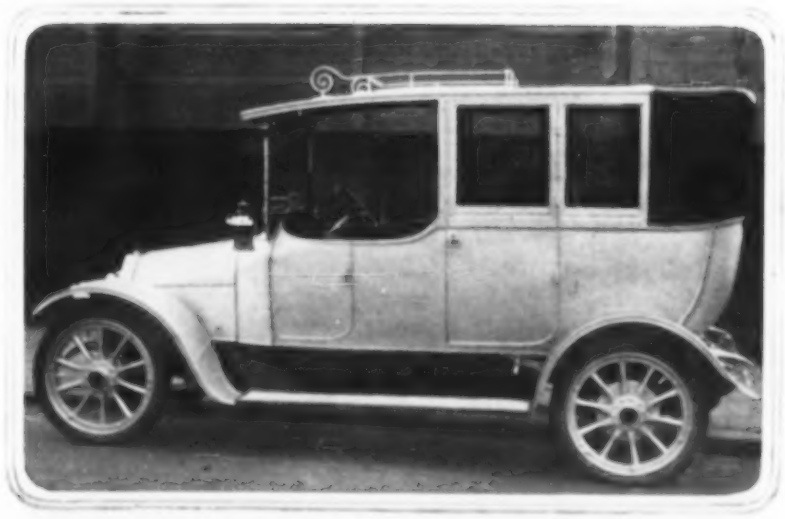
chassis; a 16-20-h.p. streamline three-quarter landaulette; a 16-20-h.p. coupé; and a 16-20-h.p. chassis fitted with streamline saloon body. The 16-20-h.p. model is too well known to need detailed description. The 18-25-h.p. car, however, is an entirely new model, and is shown for the first time in this country. It embodies several new and original features in S.P.A. practice and is distinctly worth examination. Especially notable is the design of the live axle, in which the axle-casing and torque-tube are all in one piece. The wheels are carried on the axle-tubes in such a way that the live axles only take the drive. All the interior parts can be dismantled for examination or repair without disturbing the axle-casing.

A Daimler Departure. Always one of the most interesting exhibits at the Show, the Daimler display is this year worthy of even closer attention than it usually merits. There is good reason for this, since there is at least one entirely new model which will prove of more than ordinary interest to the motorist in search of a moderate-powered car which is capable of doing all-round service. This is the new "twenty," with its Knight sleeve-valve engine of 90-by-130 mm. bore and stroke. This chassis will really pay for a close inspection, since it embodies several very radical departures from what has hitherto been the recognised Daimler practice. So far as the motor and its accessory organs are concerned, these may be dismissed with the remark that they do not manifest any particular points of difference from the practice obtaining hitherto. But when we come to examine the chassis as a whole, we find that its design has been practically revolutionised. To begin with, there will be noticed at once a reversion to the practice of bygone days in the mounting of the gear-box on the rear axle. At once the critic will suggest that this is bad, since it means an addition to the unsprung weight



SOLD AT £740: THE 10-12-H.P. FOUR-SEATER BELSIZE.

Only three Belsize models are to be made—the 10-12-h.p. four-cylinder, the 15·9 four-cylinder, and the 18-22-h.p. six-cylinder. The 10-12 has been improved in several points appertaining to comfort and given a roomier body.



SHOWN ON STAND NO. 82: AN INTERESTING S.P.A.

Messrs. Thos. Green and Son show a series of their models, including an 18-25-h.p. chassis, a 16-20-h.p. three-quarter landaulette, a 16-20-h.p. coupé, and a 16-20-h.p. chassis with saloon body. The 18-25 is a new model.

Arrol-Johnston

QUALITY and Low Prices never came closer together than in the 1914 Arrol-Johnston cars from the new £100,000 Works at Dumfries. The following prices and specifications demonstrate *that* fact.

11.9 h.p. ARROL-JOHNSTON
4-seated car, fitted with 4-cyl. engine, detachable wheels, 760 x 90 mm. grooved Dunlop covers, spare, Cape cart hood, Folding screen, 2 acetylene headlights, oil lamps, horn, etc.

£285

15.9 h.p. ARROL-JOHNSTON
4-seated car, fitted with 4-cyl. engine, steel detachable wheels, 815 x 105 mm. grooved Dunlop covers, spares, Cape cart hood, folding screen, electric engine starter, electric headlights, oil lamps, horn, etc.

£360

20.9 h.p. ARROL-JOHNSTON
5-seated car fitted with 4-cyl. engine, detachable steel wheels, 820 x 120 mm. grooved Dunlop covers, spares, Cape cart hood, folding screen, electric engine starter, electric headlights, oil lamps, horn, etc.

£425

ARROL-JOHNSTON
LTD., DUMFRIES.

Olympia Stand 62

NOT because it won the

GRAND PRIX de L'A.C.F., 1912-1913,
GRAND PRIX de la SARTHE,
GRAND PRIX of AMERICA,
THE COUPE de L'AUTO,
MONT VENTOUX CLIMB,
AND MANY OTHER INTERNATIONAL CONTESTS,

BUT by reason of its **intrinsic merit,** should your choice rest upon the

PEUGEOT

THE EVERLASTING CAR with the EVERLASTING REPUTATION.

Range of Models from 6 h.p. (4 cylinders) £170 complete to 40-50 h.p. £875

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PEUGEOT (England) Ltd., 10, Brompton Road, London, S.W.

Telegrams: "Peugeot, London." Telephone: [illegible]

OLYMPIA, 1913.

See the

Sankey Steel Wheels

on which the Records have just been broken at Brooklands.

Stand No. 168.

Joseph Sankey & Sons, Ltd.,
Hadley, (Established 1854), **Salop.**
London Showrooms: 111, Great Portland Street, W.

Daimler

Unostentatious Luxury.

SOME people, when arranging the purchase of a car, seek to economise beyond the requirements of their means. They overlook the fact that the automobile plays a part in modern life that is not even second in importance to the home. A dignified carriage is an outward sign of their own station, and its refinement is an unspoken courtesy to their guests. For the man of position the "Special Daimler" attains to an unsurpassable position of refined luxury that removes it entirely, yet without ostentation, from the crowd.

Daimler Cars, 1914.

Four Speeds :: Electric Light :: Electric Starters.

Twenty. Four Cylinders.

Thirty. Four or Six Cylinders.

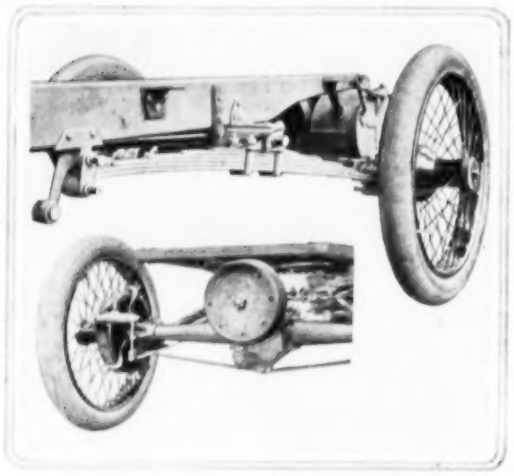
Special. H.M. The Queen's New Car.

The Daimler Company, Ltd.,
:: :: :: COVENTRY. :: :: ::
LONDON SHOWROOMS: 27, PALL MALL.

Regent 4160. Cars are held in readiness for immediate hire.

MANCHESTER— [illegible]
NOTTINGHAM— [illegible]
BRISTOL— [illegible]
BRIGHTON— [illegible]
CARDIFF— [illegible]
LEEDS— [illegible]
NEWCASTLE ON TYNE— [illegible]
BIRMINGHAM— [illegible]
OXFORD— [illegible]
TORQUAY— [illegible]

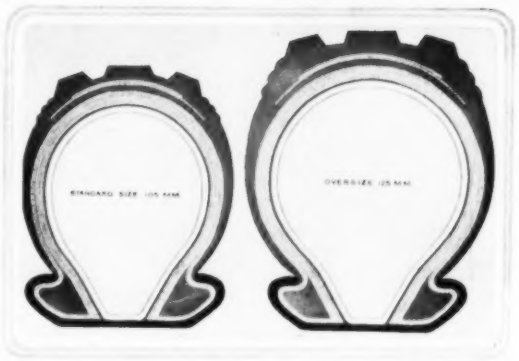
of the car. But the Daimler designers have not altered their practice unthinkingly. In the first place, it is an indisputable fact that mounting the gear-box in this position ensures quieter running of that part of the mechanism. Why this is so is, so far as I am aware, unknown, but the fact remains that if a gear-box is mounted in the conventional manner in the centre of the car it will run a lot noisier than if it is placed integrally with the back axle. But, as I have said, in the ordinary way the placing of the gear-box in this position means adding to unsprung weight, which is a practice condemned by all constructors. Here comes another departure from conventional Daimler design, for, in order to compensate



SHOWING FOOT-BRAKE CARRIED ON EXTENSION OF WORM-SHAFT: REAR-AXLE OF THE NEW 20-H.P. DAIMLER.

for this added weight, the ordinary three-quarter elliptic springs, the weight of which is carried by the axle, have been discarded, and the Lanchester system—in which the weight of the springs is carried by the frame—substituted. This again necessitates another alteration, inasmuch as this new Daimler carries the propeller-shaft in a spherical-ended torque-tube instead of the torque being taken up by the springs. The next thing that takes the eye is the foot-brake, which is mounted behind the rear axle and operates on a rearward extension of the worm-shaft. Until now I believe this system has been peculiar to a single make of car, the S.C.A.T., but it appears to have so much to recommend it that I expect to see it adopted widely in the future. It has this great advantage over the more conventional method of mounting it behind the gear-box, that the action of the brake does not impose the same wringing stresses on the universal joints of the propeller-shaft. Further, although I have had no actual and practical experience of this system of braking, I am told that it increases the pulling-up power of the brake very greatly, which I am quite prepared to believe. There is much more of interest to be seen on the Daimler Stand, but I must leave the visitor to discover things for himself. At least, he should by no means miss seeing this very notable exhibit.

Continental Tyres. The great feature of the Continental Tyre Company's exhibit lies in their "Oversize" covers. It has long been recognised that the most prolific source of tyre-trouble is the under-tyring of cars. Vehicles are listed by their makers with tyres of too small a section, and in many cases where the owner would prefer to substitute tyres of a much larger size he finds that his rims will not take them, and is faced with the alternative of leaving things as they are or of having new wheels built to take the larger rims. To meet this difficulty, the Continental Company has introduced these "Oversize" tyres to fit existing rims. Thus, the 125-mm. Oversize fits the 105-mm. rim; 135-mm. Oversize is right for the 120-mm. rim; and 150-mm. Oversize for 135-mm. rims. For a comparatively slight increase in the first cost of his tyres, the motorist can now enjoy all the advantages of heavier, stronger tyres than he has hitherto been able to fit. "Oversize" tyres have thicker walls, heavier treads, greater air-capacity and resiliency, and the increased mileage obtained from them has been proved to effect in some cases a reduction in tyre-costs of as much as forty per cent. In addition to these tyres, there will be found a complete range of the tyres which have made the name of Continental so well and favourably known amongst the motoring community. These are shown in all sorts of patterns—flat, three-ribbed, and steel-studded non-skid, besides the ordinary round-tread covers. There is also a very full range of accessories, such as waterproof covers for tyres and tubes, collapsible water-cans, repair outfits, tyre levers, detachable rims, and numerous other practical devices. Incidentally, the touring motorist might do worse than remember that the

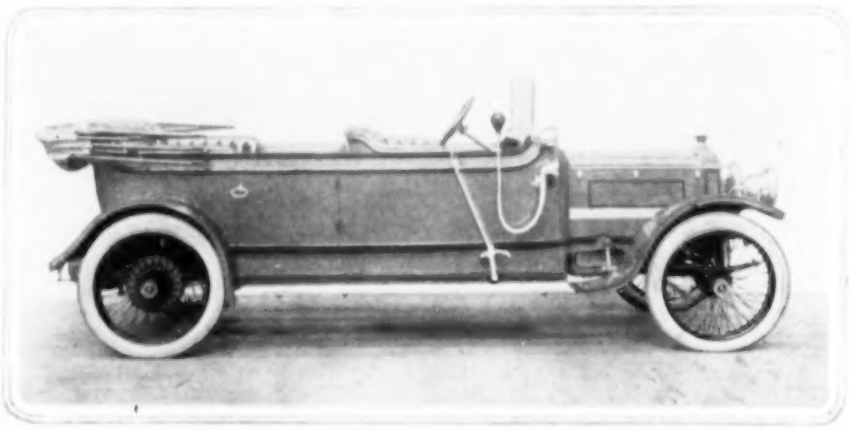


BOTH TO FIT 105-MM. RIMS: THE CONTINENTAL STANDARD AND OVERSIZE TYRES.

The 125-mm. Oversize fits the 105-mm. rim; the 135-mm. Oversize fits the 120-mm. rim; the 150-mm. Oversize, the 135-mm. rim.

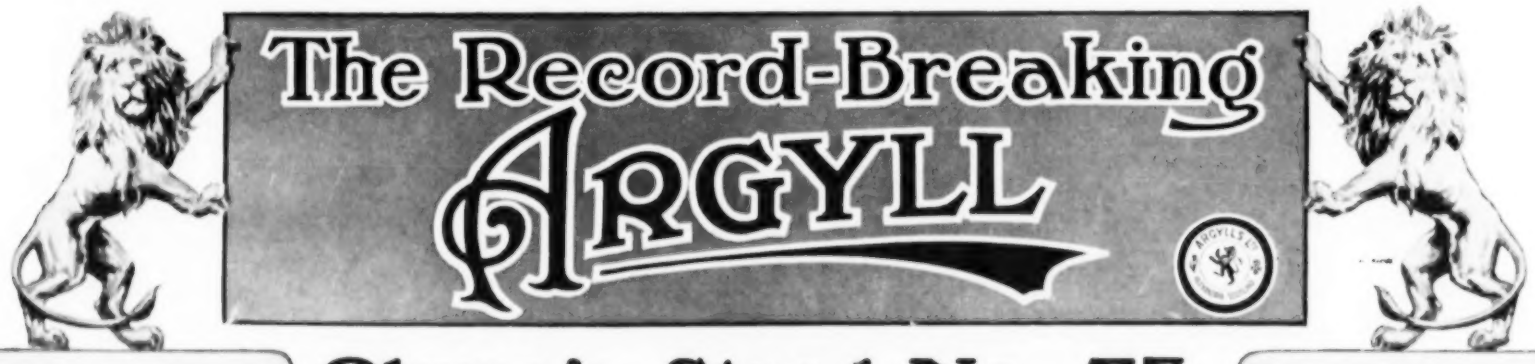
Continental Company has issued handbooks and atlases of many of the most important European countries, including Great Britain, Germany, France, a guide to German touring, and combined handbook-atlases for Holland and Switzerland. They are extremely handy publications, and moderate in price withal.

W. WHITTALL.



TO BE SEEN AT OLYMPIA: THE NEW DAIMLER "TWENTY."

This new "twenty" has a Knight sleeve-valve engine of 90-by-130 mm. bore and stroke. In addition to this car the Daimler Company show two other complete cars: a 30-h.p. six-cylinder and the "Daimler Special."



Olympia Stand No. 73.

THE marvellous efficiency and reliability of the Argyll were fully demonstrated in May last on the Brooklands track, when a **Standard 15/30 h.p.** Single Sleeve Valve Engine Car broke 66 Class and 13 World's records in two runs of 14 hours each, maintaining an average speed of over 76 m.p.h. during the second 14 hours' run. Such a record is an incontrovertible confirmation of the claims made for the Argyll Single Sleeve Valve Engine. We will gladly demonstrate to you other "Argyll" superiorities: the silent running—the ease of control—the dignified appearance of the streamline design—the beautiful workmanship of the Argyll de Luxe coachwork—at any time to suit your convenience.

For the man who wants the best there is only one car—the Argyll.

ARGYLL 1914 MODELS:

15/30 h.p. Argyll Single Sleeve Valve Engine Chassis with 815 x 105 Dunlop Detachable Wheels and Dunlop Grooved Tyres	£425
Complete Car with Argyll de Luxe Streamline Coachwork (only one quality) fully equipped for the road	£575
12/18 h.p. Poppet Valve Chassis, with 765 x 105 Detachable Wheels and Dunlop Grooved Tyres	£280
Complete Car with full equipment, ready for the road	£375
25/50 h.p. Single Sleeve Valve Engine Chassis with 880 x 120 Dunlop Detachable Wheels and Dunlop Grooved Tyres	£590
Complete Car, with Argyll de Luxe Streamline Coachwork, fully equipped for the road	£750

London or Midland Coachwork fitted to our Chassis at maker's prices.

Argylls Ltd.,

Head Office and Works:

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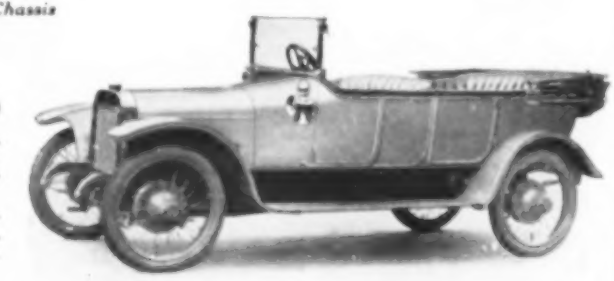
And at GLASGOW, EDINBURGH, DUNDEE, CARDIFF, LIVERPOOL, NEWCASTLE, HULL, MANCHESTER, LEICESTER, LEEDS, ETC.



THE PRICE OF THE FAMOUS

12 H.P.

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REMAINS AT

Complete **£350** Complete

But includes as Standard for 1914

12-volt lighting set, 6 in. longer chassis and body for tall drivers (optional), one-man hood (optional), screen, ventilators in dash, etc., etc.

Stand No. 61 at Olympia.

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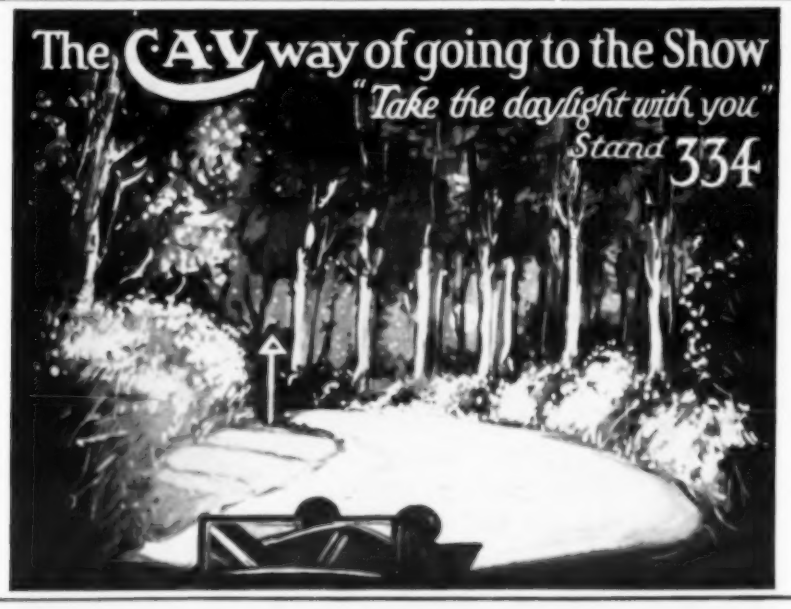

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Detachable Wire Wheel

The Strongest and Simplest part of the car.

OLYMPIA SHOW
Stand No. 202.

Wire Wheel Catalogue post free from

Rudge Whitworth, Ltd.,
(Dept. 256), Coventry.

Novbr 7-15 OLYMPIA

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BEDFORD CARS BUICK

REDUCED PRICES of MODELS FOR 1914.

Largely increased manufacturing facilities have enabled us to reduce the prices of Bedford and Buick models for 1914. The quality and workmanship, however, still remain at the usual high standard.

BEDFORD MODELS.

15/18 h.p.	Empress 2-seater,	£285
15/18 h.p.	Torpedo 5-seater,	£295
15/18 h.p.	Streamline 5-seater,	£295
15/18 h.p.	Arcadian Cabriolet,	£365
18/22 h.p.	Torpedo	£350
18/22 h.p.	Arcadian Cabriolet,	£400

BUICK MODELS.

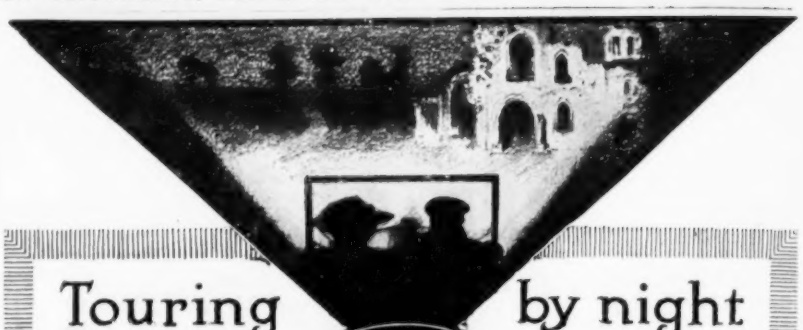
15/18 h.p.	2-seater	£225
15/18 h.p.	5-seater	£245

ALL COMPLETE with hood, screen, five lamps, speedometer, two plain and two steel-studded Michelin tyres on detachable rims, jack, tyre pump, horn, tools, and tyre carrier. **NO EXTRAS.**

Stand No. 8

GENERAL MOTORS (EUROPE), Ltd.
BEDFORD HOUSE, LONG ACRE, LONDON, W.C.
Telephone: Gerrard 9626 (three lines).
Telegrams: "Buickgen, London."

Novbr 7-15 OLYMPIA



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BRITISH MADE.

We invite you to visit our Stand and inspect the premier **DYNAMO CAR LIGHTING EQUIPMENT.**

STAND No. 237 Olympia, NOV. 7-15th.

There will also be a complete range of **ROTAX ACCESSORIES.** Those that add a finish to the finest car.

ROTAX MOTOR ACCESSORIES CO., 43-45, Gt. Eastern St., LONDON, E.C.

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MOTOR EXHIBITION

OPEN Daily 10 to 10.
Friday, NOVEMBER 7, to Saturday, NOVEMBER 15.
THE RECOGNISED WORLD'S MARKET
in all that pertains to automobilism. Universal in its comprehensiveness, all the leading makers of cars of Great Britain, Europe and America being represented.
ADMISSION - - - ONE SHILLING
EXCEPTING TUESDAY 2/6, THURSDAY ... 3/- BEFORE 6 P.M.
BAND OF H.M. COLDSTREAM GUARDS THRICE DAILY.
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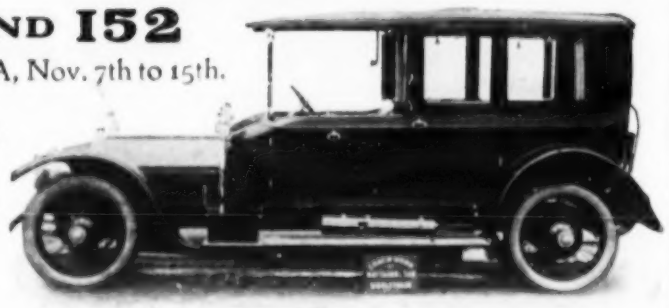
OLYMPIA

MAYTHORN & SON, BIGGLESWADE, LIMITED

STAND 152
OLYMPIA, Nov. 7th to 15th.

MAYTHORN'S MOTOR COACHWORK makes the most of any CHASSIS.



MAYTHORN'S "DUCHESS" LIMOUSINE
"Is the most fashionable, elegant and luxurious closed car of the day."
Particulars and Prices on application.

MORGAN & Co. LTD. 127, Long Acre, W.C.

and 10, Old Bond St., W., the sole concessionnaires of the Celebrated ADLER Chassis, are exhibiting on STAND 80, Olympia,

Three entirely NEW MODELS.

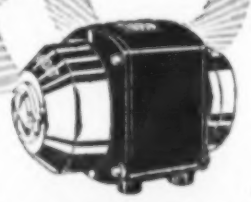
A 9 h.p. chassis, with four-cylinder monobloc Engine and **MORGAN** New Design 2-seat Body.

An 11-16 h.p. chassis, with four-cylinder Engine and **MORGAN** New Design Coupé Landaulette Body.

A 20-30 h.p. chassis, with four-cylinder Engine and **MORGAN** New Patent Cabrio-Landaulette Body.

The Popular 14-18 h.p. ADLER chassis will be also staged fitted with New Design MORGAN Torpedo body.

BROLT



CAR LIGHTING DYNAMO With **"AUTOCLIPSE" ELECTRIC LAMPS.**

The "Brolt" System is the simplest and most practical form of electric lighting apparatus for cars. It is, in fact, just as reliable as your electric light at home. With the "Brolt" everything is at your finger-tips, a touch of the switch and the lamps are instantly lighted, separately or simultaneously as required, whether the car is speeding along the highway or at a standstill.

The "Brolt" is unique as being the dynamo that reaches its full output at a slower speed than any other dynamo on the market. The Switchboard is made of metal throughout—a red lamp lights up should the tail lamp go out.

Guaranteed for Three Years.

COMPLETE SET from **19 Guineas.** Including Switchboard, Dynamo and all Lamps.

BROWN BROTHERS, Ltd.,
Great Eastern St., LONDON, E.C.
18 Newman St. (Oxford St.), W.
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See the "Brolt" Dynamo at Stand 235 OLYMPIA

Beldam

Two New Types of Beldam Tyres are now introduced — based on the same scientific principles and constructed throughout of the same splendid materials as the famous Beldam de Luxe. The Beldam V-Grooved All-Rubber Tyres and the Beldam V-Steel Studded are so moderate in price as to appeal to every motorist. Come and let us convince you of the perfect satisfaction they will afford.

Write for Revised Price List

Olympia Stand 181

The Beldam Tyre Co. Ltd. Brentford : Middlesex.